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TITLE 3—THE PRESIDENT

EXECUTIVE ORDER 10749

CREATING AN EMERGENCY BOARD TO INVESTIGATE A DISPUTE BETWEEN THE EASTERN AIR LINES, INC., AND CERTAIN OF ITS EMPLOYEES

WHEREAS a dispute exists between the Eastern Air Lines, Inc., a carrier, and certain of its employees represented by the Flight Engineers' International Association, EAL Chapter, a labor organization; and

WHEREAS this dispute has not heretofore been adjusted under the provisions of the Railway Labor Act, as amended; and

WHEREAS this dispute, in the judgment of the National Mediation Board, threatens substantially to interrupt interstate commerce to a degree such as to deprive a section of the country of essential transportation service:

NOW, THEREFORE, by virtue of the authority vested in me by section 10 of the Railway Labor Act, as amended (45 U. S. C. 160), I hereby create a board of three members, to be appointed by me, to investigate the said dispute. No member of the said Board shall be pecuniarily or otherwise interested in any organization of airline employees or any carrier.

The Board shall report its findings to the President with respect to the said dispute within thirty days from the date of this order.

As provided by section 10 of the Railway Labor Act, as amended, from this date and for thirty days after the Board has made its report to the President, no change, except by agreement, shall be made by the Eastern Air Lines, Inc., or by its employees, in the conditions out of which the said dispute arose.

DWIGHT D. EISENHOWER

THE WHITE HOUSE,
January 21, 1958.

[F. R. Doc. 58-567; Filed, Jan. 22, 1958; 9:55 a. m.]

TITLE 7—AGRICULTURE

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

[Docket Nos. AO-160-A18; AO-160-A19]

PART 961—MILK IN PHILADELPHIA, PENNSYLVANIA, MARKETING AREA

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§ 961.0 Findings and determinations.	
The findings and determinations herein-after set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.	
(a) Findings upon the basis of the hearing record. Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of	

milk in the Philadelphia, Pennsylvania, marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the act;

(2) The parity prices of milk, as determined pursuant to section 2 of the act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest;

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

(4) All milk and milk products handled by handlers, as defined in the order as hereby amended, are in the current of interstate commerce or directly burden, obstruct, or affect interstate commerce in milk or its products; and

(5) It is hereby found that the necessary expense of the market administrator for the maintenance and functioning of such agency will require the payment by each handler, as his pro rata share of such expense, 2 cents per hundredweight or such amount not to exceed 2 cents per hundredweight as the Secretary may prescribe, with respect to all receipts of producer milk (including such handler's own farm production) and receipts of milk from nonproducer milk plants which are classified as Class I milk.

(b) *Additional findings.* It is necessary in the public interest to make this order amending the order effective not later than February 1, 1958. Any delay beyond that date will seriously threaten the orderly marketing of milk in the marketing area. The provisions of said order are well known to handlers—the public hearings having been held on June 11–13, July 16–31, August 3–22, November 13–21, 1956 and January 21–31, February 1–2, September 9–10, 1957, the recommended decision having been issued on August 23, 1957 (22 F. R. 6920; F. R. Doc. 57-7060), and the final decision having been issued on November 25, 1957 (22 F. R. 6900; F. R. Doc. 57-9913). Therefore reasonable time has been afforded persons affected to prepare for its effective date. In view of the foregoing it is hereby found and determined that good cause exists for making this order amending the order effective February 1, 1958, and that it would be contrary to the public interest to further delay the effective date.

(c) *Determinations.* It is hereby determined that handlers (excluding cooperative associations of producers who are not engaged in processing, distributing or shipping milk covered by this order amending the order which is marketed within the Philadelphia, Penn-

sylvania, marketing area) of more than 50 percent of the milk which is marketed within the marketing area, refused or failed to sign the proposed marketing agreement regulating the handling of milk in the said marketing area, and it is hereby further determined that:

(1) The refusal or failure of such handlers to sign the proposed marketing agreement tends to prevent the effectuation of the declared policy of the act;

(2) The issuance of the order, amending the order is the only practical means, pursuant to the declared policy of the act of advancing the interests of producers as defined in the order as hereby amended; and

(3) The issuance of this order amending the order is approved or favored by at least three-fourths of the producers who participated in a referendum and who during the determined representative period (July 1957) were engaged in the production of milk for sale in the marketing area.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof, the handling of milk in the Philadelphia, Pennsylvania, marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as hereby amended, and the aforesaid order is hereby amended as follows:

DEFINITIONS

§ 961.1 *Act.* "Act" means Public Act No. 10, 73d Congress, as amended and as re-enacted and amended by the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.).

§ 961.2 *Secretary.* "Secretary" means the Secretary of Agriculture, or any officer or employee of the United States authorized to exercise the powers and to perform the duties of the Secretary of Agriculture.

§ 961.3 *Department of Agriculture.* "Department of Agriculture" means the United States Department of Agriculture or any other Federal agency as may be authorized by Act of Congress, or by Executive order, to perform the price reporting functions of the United States Department of Agriculture.

§ 961.4 *Person.* "Person" means any individual, partnership, corporation, association, or any other business unit.

§ 961.5 *Philadelphia, Pennsylvania, milk marketing area.* "Philadelphia, Pennsylvania, milk marketing area" hereinafter called the "marketing area" means all the territory in the Commonwealth of Pennsylvania situated within the following boundary line: Beginning at a point in the Pennsylvania State line at the northern boundary of the Lower Makefield township line in Bucks County, thence first westerly, thence southerly along said Lower Makefield township line to the Middletown township line; thence westerly and southerly along the Middletown township line to the Lower Southampton township line; thence northerly and thence westerly along the Lower Southampton township line to the Montgomery County line; thence northerly along the Montgomery County line

to the Trenton cut-off of the Pennsylvania Railroad; thence westerly along said railroad to the Upper Dublin township line, thence along the southern and western boundaries of Upper Dublin township to the Whitemarsh township line; thence southerly along the Whitemarsh township line to the lower Merion township line; thence along the northern boundary of lower Merion township to the Delaware County line; thence northerly, westerly and southerly along the Delaware County line to the Pennsylvania State line; thence easterly and northerly along the Pennsylvania State line to the point of beginning.

§ 961.6 *Cooperative association.* "Cooperative association" means any cooperative marketing association of producers which the Secretary determines, after application by the association:

(a) To be qualified under the provisions of the Act of Congress of February 18, 1922, as amended, known as the "Capper-Volstead Act"; and

(b) To have full authority in the sale of milk of its members and to be engaged in making collective sales of or marketing milk or its products for its members.

§ 961.7 *Producer milk plant.* "Producer milk plant" means:

(a) A pasteurizing or bottling plant from which milk is disposed of during the month as Class I milk in the marketing area on routes (including routes operated by vendors), or through plant stores to retail or wholesale outlets (except other producer milk plants); or

(b) Any other plant from which milk in the form of products designated as Class I milk (not including certified milk) is supplied during the month to a pasteurizing or bottling plant described in paragraph (a) of this section, any part of which is allocated to Class I milk pursuant to § 961.47: *Provided*, That any such other plant shall not be included in this definition during any of the months of October, November, December and January in which shipments, any part of which is allocated to Class I milk, are made from the plant on less than 11 days during such month to such pasteurizing and bottling plant, or to a plant or plants supplying such pasteurizing or bottling plant unless such plant was a producer milk plant in at least four of the preceding months of February through September: *And provided further*, That in the case of a system operation in which the same handler operates both a pasteurizing and bottling plant(s) qualified as a producer milk plant(s) under paragraph (a) of this section and two or more receiving plants qualified to ship milk to his pasteurizing and bottling plant(s), any of such qualified receiving plants as the handler may designate shall be considered as a unit (system) upon written notice to the market administrator setting forth the plants to be included as a unit and the period during which such designation shall apply. Such notice and notice of any changes in designation, shall be furnished on or before the 15th day of the month preceding the month to which the notice applies.

§ 961.8 *Nonproducer milk plant.* "Nonproducer milk plant" means any milk manufacturing, processing, bottling or distributing plant other than a producer milk plant.

§ 961.9 *Handler.* "Handler" means any person wherever located or operating, who engages in the handling of milk which is disposed of in the marketing area as milk, or skim milk.

§ 961.10 *Producer.* "Producer" means any person, except a producer-handler, who produces milk which is received directly at a producer milk plant.

§ 961.11 *Producer-handler.* "Producer-handler" means any person who operates as his own personal enterprises both a dairy farm and a producer milk plant from which Class I milk is disposed of in the marketing area, but who receives no milk from producers.

§ 961.12 *Producer milk.* "Producer milk" means milk delivered by one or more producers.

§ 961.13 *Product pounds.* "Product pounds" means the total pounds of milk, skim milk, cream or butterfat including the skim milk equivalent of all concentrated milk products and other milk products in any form which enter into the accounting as a source of supply for a producer milk plant.

§ 961.14 *Other source milk.* "Other source milk" means all receipts from any source in the form of products designated as Class II pursuant to § 961.41 (b) which are reprocessed or converted to another product during the month and all receipts in the form of Class I products from any source other than producers and producer milk plants other than those operated by producer-handlers.

§ 961.15 *Certified milk.* Certified milk is milk which is produced, packaged and sold under the label of certified milk in accordance with the rules and regulations promulgated by the American Association of Medical Commissions.

MARKET ADMINISTRATOR

§ 961.20 *Designation.* The agency for the administrator of this part shall be a market administrator, selected by the Secretary, who shall be entitled to such compensation as may be determined by, and shall be subject to removal at the discretion of, the Secretary.

§ 961.21 *Powers.* The market administrator shall have the following powers with respect to this part:

- (a) To administer its terms and provisions;
- (b) To receive, investigate, and report to the Secretary complaints of violations;
- (c) To make rules and regulations to effectuate its terms and provisions; and
- (d) To recommend amendments to the Secretary.

§ 961.22 *Duties.* The market administrator shall perform all duties necessary to administer the terms and provisions of this part, including but not limited to the following:

- (a) Within 45 days following the date on which he enters upon his duties, or such lesser period as may be prescribed by the Secretary, execute and deliver to

the Secretary a bond, effective as of the date on which he enters upon his duties and conditioned upon the faithful performance of such duties, in an amount and with surety thereon satisfactory to the Secretary;

(b) Employ and fix the compensation of such persons as may be necessary to enable him to administer its terms and provisions;

(c) Obtain a bond in a reasonable amount, and with reasonable surety thereon, covering each employee who handles funds entrusted to the market administrator;

(d) Pay, out of the funds provided by § 961.85, (1) the cost of his bond and of the bonds of his employees, (2) his own compensation and (3) all other expenses necessarily incurred by him in the maintenance and functioning of his office and in the performance of his duties;

(e) Keep such books and records as will clearly reflect the transactions provided for in this part, and upon request by the Secretary, surrender the same to his successor or to such other person as the Secretary may designate;

(f) Publicly disclose to the handlers and producers, at his discretion, the name of any person who within 5 days after the day upon which he is required to perform such acts, has not made (1) reports pursuant to §§ 961.30 and 961.31 or (2) payments pursuant to §§ 961.80 through 961.85;

(g) Submit his books and records to examination by the Secretary and furnish such information and reports as may be required by the Secretary;

(h) Prepare and make available for the benefit of producers, consumers and handlers, general statistics and information concerning the operation of this part;

(i) Verify all reports and payments by each handler by audit, if necessary, of such handlers' records and the records of any other handler or person upon whose utilization the classification of milk and butterfat for such handler depends;

(j) On or before the date specified, publicly announce, by posting in a conspicuous place in his office and by such other means as he deems appropriate the following:

(1) The 5th day of each month, the Class II price and the handler butterfat differential; both for the preceding month;

(2) The 15th day of the month preceding the start of each calendar quarter, the Class I price for such calendar quarter;

(3) The 15th day of each month, the uniform price for each handler computed pursuant to § 961.71, the utilization percentage for such handlers, and the differentials applicable pursuant to §§ 961.81 and 961.82 all for the preceding month;

(4) The 15th day of each month the names and locations of all nonproducer milk plants which supplied milk or skim milk during the preceding month to a producer milk plant(s), any part of which milk or skim milk was allocated to Class I milk; and

(5) Promptly after receipt of notice from any handler of unit (system) des-

ignations, or of changes therein; pursuant to the second proviso of § 961.7 (b) the names and locations of plants so designated.

REPORTS AND RECORDS

§ 961.30 *Reports of receipts and utilization.* On or before the 10th day after the end of each month, each handler, except a producer-handler, shall report for each of his producer milk plants for such month to the market administrator in the detail and on forms prescribed by the market administrator:

(a) Receipts of producer milk (including such handler's own production);

(b) Receipts from other producer milk plant(s);

(c) Receipts of other source milk;

(d) The utilization of all milk, milk products and butterfat required to be reported pursuant to this section; and

(e) Inventories of milk and milk products on hand at the beginning and end of the month.

§ 961.31 *Other reports.* (a) Each producer-handler shall make reports to the market administrator at such time and in such manner as the market administrator may prescribe.

(b) Each handler, except a producer-handler, shall report to the market administrator in the detail and on forms prescribed by the market administrator as follows:

(1) On or before the 25th day after the end of the month for each of his producer milk plants his producer payroll for such month which shall show for each producer, (i) his name and address, (ii) the total pounds of milk received from such producer, (iii) the average butterfat content of such milk, and, (iv) the net amount of such handler's payment together with the price paid and the amount and nature of any deductions;

(2) His purchases, if any, of sweet cream showing the quantity and source of each such purchase and the cost thereof at Philadelphia;

(3) Within 10 days after the market administrator's request, with respect to any producer for whom such information is not in the files of the market administrator, and with respect to a period or periods of time designated by the market administrator, (i) the name and address, (ii) the total pounds of milk received, (iii) the average butterfat test of milk received, and (iv) the number of days upon which milk was received;

(4) Such other information with respect to the receipts and utilization of milk and milk products as the market administrator may prescribe; and

(5) Promptly after milk is first received from any producer, (i) the name and address of such producer, (ii) the date upon which such milk was first received, and (iii) the plant at which such milk was received.

§ 961.32 *Verification of reports.* Each handler shall permit the market administrator or his agent, or such other person as the Secretary may designate, during the usual hours of business, to (a) verify the information contained in reports submitted in accordance with this section and (b) weigh milk received

from each producer and sample and test milk for butterfat.

§ 961.33 *Retention of records.* All books and records required under this order to be made available to the market administrator shall be retained by the handler for a period of three years to begin at the end of the calendar month to which such books and records pertain: *Provided*, That if, within such three-year period, the market administrator notifies the handler in writing that the retention of such books and records, or of specified books and records, is necessary in connection with a proceeding under section 8c (15) (A) of the act or a court action specified in such notice, the handler shall retain such books and records, or specified books and records, until further written notification from the market administrator. In either case the market administrator shall give further written notification to the handler promptly upon the termination of the litigation or when the records are no longer necessary in connection therewith.

CLASSIFICATION

§ 961.40 *Milk to be classified.* All milk and milk products received within the month at producer milk plants and which is required to be reported pursuant to § 961.30 shall be classified by the market administrator pursuant to the provisions of §§ 961.41 through 961.47.

§ 961.41 *Classes of utilization.* Subject to the conditions set forth in §§ 961.43 through 961.45 the classes of utilization shall be as follows:

(a) *Class I milk.* Class I milk shall be all milk and skim milk (including the milk or skim milk equivalent of concentrated milk, and of dry whole milk, condensed skim milk and nonfat dry milk used in reconstituting or fortifying any Class I product) and butterfat disposed of in fluid form as milk, skim milk, buttermilk, milk drinks (plain or flavored), concentrated milk, or any mixture of milk, cream, or skim milk containing less than 18 percent butterfat (except sterilized products in hermetically sealed containers, ice cream mixes, ice milk mixes and eggnog) including such products which are: (1) Disposed of to retail establishments which dispose of milk both for fluid and other uses, (2) contained in inventory variations of milk and milk products designated as Class I milk, or (3) not accounted for as Class II milk.

(b) *Class II milk.* Class II milk shall be all milk, skim milk and butterfat: (1) used to produce any product other than those designated as Class I milk pursuant to paragraph (a) of this section; (2) dumped or disposed of for livestock feed; (3) disposed of in bulk and used in soup, candy, bakery products or any other nondairy commercial food product; (4) contained in inventory variation of cream and (5) in actual plant shrinkage not in excess of 2 percent of the total pounds of producer milk received by handler at all of his producer milk plants; and (6) in shrinkage of other source milk.

§ 961.42 *Shrinkage.* The market administrator shall allocate shrinkage at

the producer milk plant(s) of each handler as follows:

(a) Compute the shrinkage of product pounds of milk and butterfat;

(b) Allocate the resulting amounts pro rata to the handler(s) receipts of product pounds of milk and butterfat, respectively, in producer milk and in other source milk.

§ 961.43 *Responsibility of handlers and reclassification of milk.* (a) All milk, skim milk and butterfat required to be classified shall be Class I milk unless the handler who first receives such milk, skim milk and butterfat proves to the market administrator that such milk, skim milk and butterfat should be classified otherwise.

(b) Any milk, skim milk and butterfat shall be reclassified if verification by the market administrator discloses that the original classification was incorrect.

§ 961.44 *Transfers of milk.* Milk and skim milk containing less than 18 percent butterfat disposed of each month from a producer milk plant shall be classified:

(a) As Class I milk if transferred in the form of products designated as Class I milk in § 961.41 (a) to a producer milk plant of another handler, except a producer-handler, unless utilization as Class II milk is claimed by both handlers in their reports submitted for the month to the market administrator pursuant to § 961.30: *Provided*, That the milk or skim milk so assigned to Class II milk shall be limited to the amount thereof remaining in Class II milk in the plant of the transferee handler after the allocation of receipts from plants subject to regulation under other Federal orders pursuant to subparagraph (6) of § 961.47 (a) and (b) and any additional amount of milk and skim milk shall be classified as Class I milk: *And provided further*, That if either or both handlers have received other source milk, the milk and skim milk so transferred shall be classified at both plants so as to allocate the greatest possible Class I utilization to the producer milk of both handlers;

(b) As Class I milk if transferred to a producer-handler in the form of products designated as Class I milk in § 961.41 (a);

(c) As Class I milk if transferred in bulk to a nonproducer milk plant unless: (1) the handler claims a Class II utilization; (2) the buyer maintains books and records showing the utilization of all milk and skim milk at his plant which are made available if requested by the market administrator for the purpose of verification; and (3) not less than an equivalent amount of milk and skim milk was actually used as Class II milk in such buyer's plant.

§ 961.45 *Transfers of cream.* Cream containing 18 percent or more butterfat disposed of each month from a producer milk plant shall be classified: (a) as Class II milk if transferred to a producer milk plant of another handler: *Provided*, That the cream so assigned to Class II milk shall be limited to the amount thereof remaining in Class II milk in the plant of the transferee handler after the allocation of receipts from plants sub-

ject to regulation under other Federal orders, pursuant to subparagraph (6) of § 961.47 (a) and (b) and any additional amounts of cream shall be classified as Class I milk; (b) as Class II milk if transferred to a producer-handler; and (c) as Class II milk if transferred to a nonproducer milk plant.

§ 961.46 *Computation of milk and butterfat in each class.* For each month, the market administrator shall correct for mathematical and other obvious errors the reports of each handler submitted pursuant to § 961.30 and compute the total product pounds of milk and milk products and the pounds of butterfat respectively, in Class I milk and Class II milk in the producer milk plant(s) of such handler.

§ 961.47 *Allocation of milk, skim milk, and butterfat classified.* After making the computations pursuant to § 961.46 the market administrator shall determine the classification of producer milk for each handler as follows:

(a) The gross product pounds of milk and milk products classified shall be allocated in the following manner:

(1) Subtract from the total product pounds in Class II milk the product pounds in producer milk classified pursuant to § 961.41 (b) (5);

(2) Subtract from the remaining product pounds in Class II milk the total product pounds of milk and milk products in receipts from producer-handlers;

(3) Subtract from the total product pounds in Class I milk the product pounds of receipts of certified milk in packaged form;

(4) Subtract from the remaining product pounds in each class, in sequence beginning with Class II milk, the product pounds in receipts of other source milk in the form of cream containing 18 percent or more butterfat and the milk or skim milk equivalent of such receipts of concentrated and dried milk or skim milk utilized in a reconstituted or fortified product and other Class II products which are reprocessed during the month;

(5) Subtract from the remaining product pounds in Class II milk the product pounds in the form of Class I products received as other source milk (except from plants exempted from regulation pursuant to § 961.61): *Provided*, That during the months of October through January, if the product pounds of such receipts exceed the remaining product pounds in Class II the balance shall be subtracted from the remaining product pounds in Class I milk;

(6) Subtract from the remaining product pounds in each class, in sequence, beginning with Class II milk, the product pounds in the form of Class I products received from plants subject to regulation under other Federal orders;

(7) Subtract from the product pounds remaining in each class the product pounds in receipts from producer milk plants of other handlers and assigned to such class pursuant to §§ 961.44 and 961.45: *Provided*, That if the product pounds of such receipts to be subtracted from Class II milk are greater than the remaining product pounds in such class,

the balance shall be subtracted from the remaining product pounds of Class I milk;

(8) Add to the remaining product pounds in Class II milk the product pounds subtracted pursuant to subparagraph (1) of this paragraph;

(9) If the remaining product pounds in both classes exceeds the product pounds of producer milk, subtract such excess from the remaining product pounds in series beginning with Class II milk. Any amount so subtracted shall be known as overage.

(b) Butterfat shall be allocated under the same procedure outlined for gross product pounds in paragraph (a) of this section.

(c) Divide the pounds of butterfat in each class by the hundredweight of product pounds in such class to determine the weighted average butterfat content of each class.

MINIMUM PRICES

§ 961.50 *Class prices.* Except as set forth in § 961.53, each handler shall pay, at the time and in the manner set forth in § 961.80 for each hundredweight of milk containing 3.7 percent of butterfat received at his producer milk plant(s) during each month from producers or a cooperative association not less than the following prices, subject to the differentials set forth in §§ 961.51 and 961.52:

(a) *Class I milk.* For each month the price per hundredweight of Class I milk shall be the price computed pursuant to subparagraphs (1) through (8) of this paragraph.

(1) Compute an index of wholesale commodity prices by averaging the four latest weekly index figures of wholesale commodity prices published by the Bureau of Labor Statistics, United States Department of Labor, and convert the result to a 1936-1940 base period by dividing by 0.5108.

(2) Compute an index of prices paid by Pennsylvania farmers per hundredweight for 20 percent protein mixed dairy feed, using a 1936-1940 base period, by dividing by 0.01776 the monthly price for such feed published by the Pennsylvania Federal-State Crop Reporting Service.

(3) Compute an index of prices received by Pennsylvania farmers for farm products except dairy, in a 1936-1940 base period, by dividing the monthly index published by the Pennsylvania Federal-State Crop Reporting Service on a 1910-1914 base by 1.0915, and adjust the result for seasonal variation by dividing by the applicable figure indicated below for each month:

January, February, March	0.96
April, May, June	1.00
July, August, September	1.04
October, November, December	1.00

(4) Compute an index of prices paid for milk by selected Midwest condenser series, using a 1936-40 base period, by dividing by 0.013945 the monthly average price paid by selected Midwest condenser series as reported by the United States Department of Agriculture, and adjust the result for seasonal variation by dividing by the applicable figure indicated below for each month:

January	1.02	July	0.97
February	1.02	August	1.00
March	1.01	September	1.00
April	0.99	October	1.00
May	0.98	November	1.02
June	0.96	December	1.03

(5) Compute an index of average daily pounds of Class I milk sold by all handlers during the previous month, except that milk which is moved to plants outside of New Jersey and Delaware from which no routes are operated in the marketing area, using a 1936-40 base period, by dividing the monthly figure by 16.640, and adjust the result for seasonal variation by dividing by the applicable figure indicated below for each month:

January	0.98	July	0.99
February	0.99	August	0.99
March	1.00	September	1.04
April	0.99	October	1.05
May	0.98	November	1.02
June	0.98	December	0.99

(6) Divide the sum of the indexes calculated in subparagraphs (1) through (5) of this paragraph by 5. This figure shall be the formula index, and shall determine the Class I price for each calendar quarter in accordance with the following table, subject to the provisions of subparagraphs (7) and (8) of this paragraph. The price for each calendar quarter shall be determined by the index value calculated and announced in the month preceding the calendar quarter, in accordance with the bracket shown in the following table in which such index value is included, for if such index value is not within a bracket, the price for the calendar quarter shall be determined by the adjacent index bracket which is the same as or nearest to the bracket equivalent to the price in the previous quarter.

CLASS I PRICE SCHEDULE—CLASS I PRICE PER HUNDREDWEIGHT

Formula index	Jan., Feb., Mar., July, Aug., Sept.	Apr., May, June	Oct., Nov., Dec.
116.3-120.3	\$3.29	\$2.89	\$3.69
124.1-128.1	3.49	3.09	3.89
131.9-135.9	3.69	3.29	4.09
139.6-143.6	3.89	3.49	4.29
147.4-151.4	4.09	3.69	4.49
155.2-159.2	4.29	3.89	4.69
163.0-167.0	4.49	4.09	4.89
170.8-174.8	4.69	4.29	5.09
178.5-182.5	4.89	4.49	5.29
186.3-190.3	5.09	4.69	5.49
194.1-198.1	5.29	4.89	5.69
201.9-205.9	5.49	5.09	5.89
209.7-213.7	5.69	5.29	6.09
217.5-221.5	5.89	5.49	6.29
225.2-229.2	6.09	5.69	6.49
233.0-237.0	6.29	5.89	6.69
240.8-244.8	6.49	6.09	6.89
248.6-252.6	6.69	6.29	7.09
256.4-260.4	6.89	6.49	7.29

If the formula index is more than 260.4, this table shall be extended at the same rate as in the three highest index brackets shown above.

(7) For any calendar quarter the Class I price shall be 40 cents more than the price prescribed in subparagraph (6) of this paragraph, if receipts of milk from producers during the 12-month period ending with the second preceding month, excluding receipts at plants which were not producer milk plants during 3 consecutive months, are less than 115 percent of total Class I sales by handlers in the same period; except that a price

adjustment pursuant to this subdivision shall not exceed an amount which will result in a Class I price equal to the Class I price for the same quarter of the preceding year plus 80 cents.

(8) For any calendar quarter the Class I price shall be 40 cents less than the price prescribed in subparagraph (6) of this paragraph, if receipts of milk from producers during the 12-month period ending with the second preceding month, excluding receipts at plants which were not producer milk plants during 3 consecutive months, are more than 137 percent of total Class I sales by handlers in the same period; except that a price adjustment pursuant to this subdivision shall not exceed an amount, which will result in a Class I price equal to the Class I price for the same quarter of the preceding year minus 80 cents.

(b) *Class II milk.* The price per hundredweight of Class II milk during each month shall be the sum of the values calculated by the market administrator pursuant to subparagraphs (1) and (2) of this paragraph.

(1) *Butterfat.* Add all market quotations (using the midpoint of any weekly range as one quotation) of prices per 40-quart can of fresh sweet cream of bottling quality of 40 percent butterfat content, not including prices for cream carrying special municipal approvals, reported at Philadelphia for each week ending within the month by the United States Department of Agriculture, divide by the number of quotations, subtract \$2.00 and divide by 9.19: *Provided,* That such butterfat value shall not be less than 3.7 times 120 percent of the average of the daily wholesale selling price for Grade A (92-score) butter at New York as reported by the United States Department of Agriculture for the month for which payment is to be made, less 18.0 cents.

(2) *Skim milk.* From the average of all the prices per pound for nonfat dry milk made by the roller process sold as "other brands" for human consumption in bags or barrels by carlots (using midpoint of any range as one quotation), published during such month in "Producer's Price Current", subtract 5 cents, multiply by .90 and multiply by 7.5.

§ 961.51 *Butterfat differential to handlers.* For milk containing more or less than 3.7 percent butterfat, the class prices for the month calculated pursuant to § 961.50 shall be increased or decreased, respectively, for each one-tenth of one percent variation in butterfat content by the amount calculated pursuant to § 961.50 (b) (1) divided by 37 and rounded to the nearest one-tenth cent.

§ 961.52 *Location differential to handlers—(a) Class I milk.* For that milk received from producers at a producer milk plant located 45 miles from City Hall in Philadelphia, Pennsylvania, by shortest highway distance as determined by the market administrator, and classified as Class I milk, the Class I price set forth in § 961.50 (a) shall be reduced 23 cents per hundredweight plus one and one-half cent for each additional 10 miles distance, or fraction thereof, which

such plant is located from City Hall in Philadelphia: *Provided*, That for purpose of calculating such location differential, in the case of a handler who operates multiple producer milk plants as a system, the Class I utilization allocated to producer receipts pursuant to § 961.47 shall be assigned first to producer receipts at the plant located nearest the City Hall in Philadelphia and any remaining Class I utilization shall be assigned to the remaining plants in the system, in sequence, beginning with the plant next nearest the City Hall in Philadelphia: *And provided further*, That in the case of such multiple plant handler who receives both Grade A and standard milk, the receipt of Grade A milk shall first be assigned in the sequence set forth in the first proviso of this paragraph to the extent of actual disposition as Grade A milk in Class I and any remaining receipts of Grade A milk shall be assigned in conjunction with standard milk under the first proviso of this paragraph.

(b) *Class II milk.* For that milk received from producers at a producer milk plant located 45-70 miles from City Hall in Philadelphia, Pennsylvania, by shortest highway distance, as determined by the market administrator, and classified as Class II milk, the Class II price set forth in § 961.50 (b) shall be reduced 5 cents per hundredweight plus one cent for each additional 70 miles distance, or fraction thereof, which such plant is located from City Hall in Philadelphia.

§ 961.53 *Class I milk disposed of in the New York-New Jersey marketing area.* The price to be paid by handlers for Class I milk disposed of in the New York-New Jersey marketing area (Part 927 of this chapter) shall be the Class I-A price computed pursuant to such part less such payment as is required on such milk pursuant to such part.

§ 961.54 *Equivalent prices or indexes.* If for any reason a price or index specified by this part for use in computing class prices or other purposes is not reported or published in the manner described in this part, the market administrator shall use a price or index determined by the Secretary to be equivalent or comparable with the factor which is specified.

APPLICATION OF PROVISIONS

§ 961.60 *Handlers who receive no milk from producers.* Sections 961.40 through 961.47, 961.50 through 961.53, 961.70 through 961.71 and 961.80 through 961.85 shall not apply to a producer-handler nor to a handler whose sole source of milk supply consists of receipts from other producer milk plants.

§ 961.61 *Plants subject to other Federal orders.* A plant specified in paragraphs (a), (b) or (c) of this section shall be exempt from regulation under this order except that the operator thereof shall, with respect to total receipts and utilization at such plant, make reports to the market administrator at such time and in such manner as the market administrator may require (in lieu of the reports required pursuant to §§ 961.30 through 961.31) and allow

verification of such reports by the market administrator.

(a) Any distributing or supply plant which disposes of Class I milk in the marketing area but which is a fully regulated plant under Part 927 of this chapter.

(b) Any other distributing plant which would be subject to the classification and pricing provisions of another order issued pursuant to the act unless a greater volume of Class I milk is disposed of from such plant to retail or wholesale outlets (except producer milk plants) in the Philadelphia marketing area than in the marketing area regulated pursuant to such other order.

(c) Any other supply plant which would be subject to the classification and pricing provisions of another order issued pursuant to the act unless such plant disposes of a greater volume of Class I milk to producer milk plants under the Philadelphia order than to plants distributing in the marketing area regulated pursuant to such other order.

DETERMINATION OF UNIFORM PRICES

§ 961.70 *Net obligation of handlers.* The net obligation of each handler for producer milk received at his producer milk plant(s) each month shall be the sum of money computed by the market administrator as follows:

(a) Multiply the total hundredweight of such milk in each class by the applicable class price;

(b) Add together the resulting amounts;

(c) Add the amounts computed by multiplying the pounds of overage deducted from each class pursuant to § 961.47 (a) (9) and (b) by the applicable class price;

(d) Add or subtract as the case may be the amount necessary to correct errors discovered by the market administrator in the verification of such handler's receipts and utilization of milk for the previous month(s); and

(e) Add any amount computed pursuant to § 961.83 as a result of Grade A sales in excess of the milk received from designated Grade A producers.

§ 961.71 *Computation of uniform prices for handlers.* For each month the market administrator shall compute a uniform price for the producer milk receipts received by each handler as follows:

(a) Add to the amount computed pursuant to § 961.70 the total of the location differential deductions applicable pursuant to § 961.82;

(b) Add or subtract for each one-tenth percent that the average butterfat content of producer milk received by such handler is less or more, respectively, than 3.7 percent an amount computed by multiplying such difference by the butterfat differential to producers computed pursuant to § 961.81 and multiplying the result by the total hundredweight of producer milk;

(c) Add the amount represented by any deductions made for eliminating fractions of a cent in computing the uniform price for such handler for the preceding month;

(d) Divide the resulting amount by the total hundredweight of producer milk received by such handler. The result, less any fraction of a cent per hundredweight, shall be known as the uniform price for such handler for milk of 3.7 butterfat content, f. o. b. market.

PAYMENTS

§ 961.80 *Payments to producers.* Each handler shall make payment to each producer for milk received from such producer as follows: *Provided*, That with respect to producers whose milk was caused to be delivered to such handler by a cooperative association which is authorized to collect payment for such milk, the handler shall, if requested in writing by the cooperative association, pay such association an amount equal to the sum of the individual payments otherwise payable to such producers in accordance with this section:

(a) On or before the last day of each month each handler shall make payment for milk received during the first 15 days of such month at not less than such handler's estimate of his uniform price per hundredweight but in no event less than the price per hundredweight for Class II milk for the preceding month.

(b) On or before the 20th day after each month each handler shall make payment for milk received during such month at not less than the uniform price per hundredweight computed for such handler pursuant to § 961.71, subject to the butterfat differential computed pursuant to § 961.81, the location differential computed pursuant to § 961.82 and Grade A premiums in § 961.83 less proper deductions authorized in writing by such producers and less payment made pursuant to paragraph (a) of this section.

(c) On or before the 20th day of each month each handler shall pay a cooperative association which is a handler, with respect to milk, skim milk and cream received by him from a producer milk plant operated by such cooperative association not less than an amount computed by multiplying the minimum prices in each class subject to butterfat differential computed pursuant to § 961.51 and the location differential of the buying handler computed pursuant to § 961.52 by the hundredweight of such milk in each class.

§ 961.81 *Butterfat differential to producers.* The applicable uniform prices to be paid each producer pursuant to § 961.80 shall be increased or decreased, for each one-tenth of one percent which the average butterfat content of his milk is above or below 3.7 percent, respectively, at a rate determined by dividing by 37 the butterfat value computed pursuant to § 961.50 (b) (1) and rounded to the nearest full cent.

§ 961.82 *Location differential to producers.* In making payments to producers pursuant to § 961.80, the applicable uniform prices to be paid for producer milk received at a producer milk plant located at least 45 miles from the City Hall in Philadelphia, Pennsylvania, by shortest highway distance as determined by the market administrator, shall be reduced 23 cents plus one and one-half

cent for each additional 10 miles distance, or fraction thereof, which such plant is located from the City Hall in Philadelphia.

§ 961.83 *Premium for Grade A milk.* In addition to the uniform price and all other payments required pursuant to §§ 961.80 through 961.82 each handler shall pay for milk, which he has designated as qualified under the Commonwealth of Pennsylvania Department of Health or the New Jersey Department of Health requirements for sale as Grade A milk and which is delivered to a plant similarly qualified (so long as such requirements are in effect as a separate grade), 40 cents per hundredweight of Grade A milk received from producers of 10,000 bacteria or less per c. c. and 25 cents per hundred weight of Grade A milk received from producers of more than 10,000 but less than 25,000 bacteria, times the ratio of such milk sold as Grade A either in fluid form or as products manufactured from Grade A milk to the total quantity of Grade A milk received from producers: *Provided*, That in addition to the above payments each handler shall add to the value of his milk computed pursuant to § 961.70, 40 cents per hundredweight of milk sold by a handler as Grade A in excess of the milk received from designated Grade A producers for whom the handler has maintained adequate laboratory records which qualify such producers for the 40-cent or 25-cent premiums described in this section.

§ 961.84 *Adjustment of accounts.* Whenever audit by the market administrator of any handler's reports, books, records, accounts, or verification of weights and butterfat tests of milk or milk products disclosed errors resulting in money due a producer or the market administrator, from such handler, or due such handler from the market administrator, the market administrator shall notify such handler of any amount so due and payment thereof shall be made on or before the next date for making payments as set forth in the provisions under which such error occurred.

§ 961.85 *Expense of administration.* As his pro rata share of the expense of administration of this part, each handler shall pay to the market administrator on or before the 20th day after the end of the month for such month 2 cents per hundredweight, or such amount not exceeding 2 cents per hundredweight as the Secretary may prescribe, with respect to all (a) receipts of producer milk including such handler's own production, and (b) receipts of milk from nonproducer milk plants which are classified as Class I milk.

§ 961.86 *Termination of obligations.* The provisions of the section shall apply to any obligation under this part for the payment of money.

(a) The obligation of any handler to pay money required to be paid under the terms of this part shall, except as provided in paragraphs (b) and (c) of this section, terminate two years after the last day of the calendar month during which the market administrator received

the handler's utilization report on the milk involved in such obligation unless within such two-year period the market administrator notifies the handler in writing that such money is due and payable. Service of such notice shall be complete upon mailing to the handler's last known address, and it shall contain but need not be limited to, the following information:

- (1) The amount of the obligation;
- (2) The month(s) during which the milk, with respect to which the obligation exists was received or handled; and
- (3) If the obligation is payable to one or more producers or to an association of producers, the name of such producer(s) or association of producers, or if the obligation is payable to the market administrator, the account for which it is to be paid.

(b) If a handler fails or refuses, with respect to any obligation under this part, to make available to the market administrator or his representatives all books and records required by this part to be made available, the market administrator may, within the two-year period provided for in paragraph (a) of this section, notify the handler in writing of such failure or refusal. If the market administrator so notifies a handler, the said two-year period with respect to such obligation shall not begin to run until the first day of the calendar month following the month during which all such books and records pertaining to such obligation are made available to the market administrator or his representatives.

(c) Notwithstanding the provisions of paragraphs (a) and (b) of this section, a handler's obligation under this part to pay money shall not be terminated with respect to any transaction involving fraud or willful concealment of a fact, material to the obligation, on the part of the handler against whom the obligation is sought to be imposed.

(d) Any obligation on the part of the market administrator to pay a handler any money which such handler claims to be due him under the terms of this part shall terminate two years after the end of the calendar month during which the milk involved in the claim was received if an underpayment is claimed, or two years after the end of the calendar month during which the payment (including deduction or set-off by the market administrator) was made by the handler if a refund on such payment is claimed, unless such handler within the applicable period of time, files, pursuant to section 8c (15) (A) of the act, a petition claiming such money.

EFFECTIVE TIME, SUSPENSION, OR TERMINATION

§ 961.90 *Effective time.* The provisions of this part or any amendment to this part shall become effective at such time as the Secretary may declare and shall continue in force until suspended or terminated pursuant to § 961.91.

§ 961.91 *Suspension or termination.* The Secretary may suspend or terminate this part or any provisions of this part whenever he finds this part or any provisions of this part obstructs or does not tend to effectuate the declared policy of

the act. This part shall terminate, in any event, whenever the provisions of the act authorizing it cease to be in effect.

§ 961.92 *Continuing obligations.* If upon the suspension or termination of any or all provisions of this part, there are any obligations thereunder, the final accrual or ascertainment of which requires further acts by any person (including the market administrator), such further acts shall be performed notwithstanding such suspension or termination.

§ 961.93 *Liquidation.* Upon the suspension or termination of the provisions of this part, except this section, the market administrator, or such liquidating agent as the Secretary may designate, shall, if so directed by the Secretary, liquidate the business of the market administrator's office, dispose of all property in his possession or control, including accounts receivable, and execute and deliver all assignment or other instruments necessary or appropriate to effectuate any such disposition. If a liquidating agent is so designated, all assets, books, and records of the market administrator shall be transferred promptly to such liquidating agent. If upon such liquidation, the funds on hand exceed the amounts required to pay outstanding obligations of the office of the market administrator and to pay necessary expenses of liquidating and distribution, such excess shall be distributed to contributing handlers and producers in an equitable manner.

MISCELLANEOUS PROVISIONS

§ 961.100 *Agents.* The Secretary may, by designation in writing, name any officer or employee of the United States to act as his agent or representative in connection with any of the provisions of this part.

§ 961.101 *Separability of provisions.* If any provision of this part, or its application to any person or circumstances is held invalid, the application of such provision and of the remaining provisions of this part, to other persons or circumstances shall not be affected thereby.

Issued at Washington, D. C., this 20th day of January 1958 to be effective on and after February 1, 1958.

[SEAL]

DON PAARLBERG,
Assistant Secretary.

[F. R. Doc. 58-528; Filed, Jan. 22, 1958;
8:49 a. m.]

TITLE 14—CIVIL AVIATION

Chapter II—Civil Aeronautics Administration, Department of Commerce

[Amdt. 3]

PART 507—AIRWORTHINESS DIRECTIVES

MISCELLANEOUS AMENDMENTS

This amendment to Part 507 contains the Airworthiness Directives amended or issued from July 1, 1957, through December 31, 1957. Individual notice of the Airworthiness Directives contained herein has been given to operators and other interested persons who are sub-

scribers to a Civil Aeronautics Administration mailing service.

Section 507.10 (a) is amended as follows:

1. 57-11-1 Curtiss-Wright C-46 Item 20-530-5713 as it appeared in 22 F. R. 6051 is amended to read: "This part is pinned to the 20-530-5714 shaft with a 0.125 or a 0.093 diameter X.75 in. 1020-1025 steel pin peened on both ends."

2. 53-12-1 Hiller UH-12 series, paragraph (a) as it appeared in 21 F. R. 9524 is amended to read: "Compliance required by September 1, 1957. Stabilizer assemblies P/N 37001-9 incorporating short spar inserts (5.75 inches) must be removed from service when they have accumulated 300 hours total time. The replacement stabilizer is identified as 270001-14 and incorporates a long spar insert."

3. 50-23-1 Beech AT-11 and C18s as it appeared in 21 F. R. 9500 is amended by adding: "Incorporation of bolted gussets according to AAF T. O. IC-45-43 is satisfactory provided cracks are repaired according to C18-11 Service Bulletin and oleo drag legs installed."

4. 57-7-3 Viscount 700 Item C2 (b) as it appeared in 22 F. R. 6049 is amended to read: "Repeat this inspection at intervals not exceeding 1,080 flying hours thereafter."

5. 56-20-4 Convair 240, 340 and 440 as it appeared in 22 F. R. 2419 is amended by substituting for the last paragraph the following:

The following Convair Service Bulletins cover acceptable methods of compliance with these modifications: Nos. 240-472 and 340-177 cover Item No. 1; Nos. 240-474, 240-418A, 340-209, 340-210A, 440-32A cover Item No. 2; Nos. 240-470 and Revision 1 cover Item No. 3. (Compliance with Revision 2 to 240-470 is not required.)

The following new airworthiness directives are added:

57-13-1 COLONIAL Applies to all Model C-1 aircraft. Issued July 1, 1957.

Compliance required within next 10 hours of operation or July 15, 1957, whichever occurs first unless already accomplished, and every 100 hours operation thereafter.

Inspect with 10 power glass the engine pylon side strut attaching fittings (P/N 3208-10) for cracks in the weld areas. (Inspection may be readily accomplished after removal of the fairing cuff, P/N 5400-33.) Fittings with cracks originating across the edge may be salvaged for use if the crack can be removed by grinding to a maximum depth of $\frac{1}{16}$ inch measured in from the edge. Fittings with cracks located in areas other than the edge or in excess of the salvage limits must be replaced.

(Colonial Service Bulletin No. 4 Revision 1 dated May 22, 1957, covers this same subject.)

57-13-2 DE HAVILLAND Applies to all de Havilland Beaver DHC-2 series aircraft. Issued July 1, 1957.

Compliance required as soon as possible but not later than 10 days after the date of this directive and each 50 hours of operation thereafter.

The cabin heater assembly must be inspected as follows:

1. For aircraft cabin heating system using Intensifier Tubes; remove the tubes and perform a close visual inspection on both the intensifier tubes and the exhaust pipe to determine existence of any holes or burned spots that may permit seepage of exhaust gases into the heating system.

2. For aircraft cabin heating system using Heater Jackets; remove jacket and perform close visual inspection on both the heater jacket and the exhaust pipe to determine existence of any holes or burned spots that may permit seepage of exhaust gases into the heating system.

57-13-3 FORNEY (Ercoupe) Applies to all (Ercoupe) Forney Aircraft, Model F-1 excepted. Issued July 1, 1957.

Compliance to be accomplished within the next 100 hours of operation and every 12 calendar months thereafter.

It has been found that there are frequent failures of the rear beam center section on Ercoupe Model aircraft. These failures followed the same pattern in that the rear spar P/N 415-13048 L/R failed, due to cracking of the upper flange. In all instances the location of the crack was found at about the center of the beam on either the right or left assembly. Repairs made in the field with gusset plates have been found to be only partially satisfactory and in most instances did not keep the crack from progressing into the spar web. This damage to the spar has been attributed to the following:

(1) Rough landings coupled with a lack of fluid in the oleo struts.

(2) Taxiing at high speeds over rough terrain.

(3) A combination of (1) and (2) with the structure weakened by corrosion due to no protective coating over the spar web and flange.

In view of the above, it is mandatory that the rear spar on all Ercoupe aircraft (Forney Model F-1 excepted) be inspected to ascertain if any damage to the spar flange or web has occurred. If cracks are found an approved repair should be accomplished. The Forney Manufacturing Company, Aviation Division, Fort Collins, Colorado, has available a spar reinforcing kit Service Assembly No. 53A which provides a satisfactory repair for the damaged parts.

57-13-4 HAMILTON STANDARD Applies to all Hamilton Standard HA17 propeller blades. Issued July 1, 1957.

Compliance required by June 24, 1957.

Failure of the bond between the sponge filler material and the internal blade surfaces resulted in this filler material being forced out of the tip of the blade. Accordingly, HA17 series blades shall not be used in certificated aircraft except as authorized by special flight permits or experimental certificates until the cause of this failure is determined, the necessary corrections are made, and this AD is amended or cancelled.

57-13-5 HAMILTON STANDARD Applies to all Hamilton Standard aluminum alloy blades used in Hydromatic (noncounter weight type) propellers, with the exception of blades with integrally molded chafing rings (refer Hamilton Standard Service Bulletin No. 508) and with the exception of those blades already incorporating corrosion barriers installed in accordance with Service Bulletin Nos. 390, 414, and 414A, provided this corrosion barrier is in good condition.

Compliance required as noted: Issued July 1, 1957.

1. At each removal of propeller blade from hub after December 1, 1957, inspection for corrosion the shank area of blades not incorporating a corrosion barrier. Operators who have experienced corrosion in the shank area of any blade in the past five years and those who find corrosion during the above inspection must install the corrosion barrier except as outlined in 2.

2. Prior to September 1, 1957, or 450 hours of operating time after July 1, 1957, whichever comes first, for blades installed on P&W R-2800 "B" type engines (refer CAA Engine Listing) in C-46 aircraft.

Investigation of a recently failed blade revealed the existences of severe corrosion in the seal area at the shank. This blade did

not incorporate a corrosion barrier as recommended by the manufacturer's Service Bulletin, Nos. 390 and 414A. In order to minimize the possibility of additional blade failures due to corrosion in the shank area, disassemble the propeller and inspect this area in accordance with Hamilton Standard Service Bulletin No. 508. If no corrosion is present and none is suspected, install the corrosion barrier on each blade in accordance with the instructions contained in the bulletin. If corrosion, pitting, staining, or other conditions indicating chemical attack on the basic blade material are found, rework the shank area in accordance with the instructions contained in the bulletin. Remove from service any blade reworked below the minimum shank diameters tabulated in the bulletin. Install the corrosion barrier on each acceptable blade prior to assembly of the propeller.

(Hamilton Standard Service Bulletin No. 508 covers this same subject.)

57-13-6 HILLER Applies to all UH-12, UH12A, UH-12B and UH-12C Helicopters.

Compliance required as indicated: Issued July 1, 1957.

Several cases of cracking or failure of the tail rotor blade, P/N 55008 and 55012 in the area of the outboard tension-torsion bar retaining bolt have been reported. The following inspections are required to preclude the possibility of tail rotor blade failure. Hiller Service information Letter No. 115 covers these inspections.

1. Prior to every flight visually inspect both sides of the tail rotor blade skin for cracks in the area of the outer tension-torsion bar retention bolt and the two adjacent rivets installed through the outer end of the root fitting. Paint should be removed from the areas to facilitate inspection.

2. Prior to the next fifty hours of flight time and every fifty hours thereafter inspect the area for cracks by dye or fluorescent penetrant methods.

3. Blades found to be cracked must be removed and replaced with an undamaged blade prior to further flight.

57-13-7 UNIVERSAL (TEMCO) Applies to all Universal Aircraft Industries (Temco) Model GC-1A and -1B Aircraft with Adel Precision Products Corporation Landing Gears with Forged Aluminum Torque Knees.

Compliance required not later than December 1, 1957. Issued July 1, 1957.

Failures have been reported of the stop ring brazed to the inner piston strut. Failure resulted in the piston sliding out of the strut and the torque knees assuming a straight position. This over extension of the strut precludes gear retraction into the wheel well.

A suitable external stop or some other equivalent means should be provided which will eliminate shock loading of this stop ring. A satisfactory means of providing the necessary stop is described in Universal Aircraft Industries Customer Service Maintenance Bulletin No. 34.

57-13-8 PIPER Applies to Model PA-23 Serial Nos. 23-1 to 23-729, inclusive.

Compliance required by September 1, 1957. Issued July 1, 1957.

To prevent inadvertent retraction of the landing gear due to malfunction of the landing gear hydraulic system, install an anti-retraction device (Piper Kit No. 754140 or equivalent) that will prevent start of the retraction cycle and consequent landing gear collapse while the aircraft is on the ground. (Piper Service Bulletin No. 145 of December 31, 1956, covers this subject.)

57-13-9 PIPER Applies to Model PA-23 Aircraft Serial Nos. 23-1 to 23-934; 23-936 to 23-939; 23-941 to 23-973; 23-977; 23-980; 23-981; 23-983 to 23-986; 23-988 to 23-991; 23-994 to 23-996. All numbers are inclusive.

Compliance required as indicated: Issued July 1, 1957.

The following inspection and replacement programs are required as indicated as a result of reported cases of cracked parts.

I. Compliance required within the next 5 hours operation, unless already accomplished, and every 25 hours thereafter until Part II is accomplished. Visually inspect the following. (It is necessary to remove tail cone, coverings and fairings to gain access to most of the parts. However, parts need not be disassembled and/or removed from the aircraft to accomplish this inspection.) Parts with cracks visible during this inspection must be replaced prior to further flight except as noted.

Part No. and Name

17058-3	Elevator Butt Rib.
17058-20	Elevator Butt Rib Doubler Plate.
17033-00	Elevator Torque Tube Bracket.
17033-01	Elevator Torque Tube Bracket.
*17049-00	Front Stabilizer Attachment.
17060-00	Rudder Torque Tube Horn.
17066-00	Elevator Torque Tube Horn.
17062-00	Rudder Torque Tube Bracket.

*Regardless of the size of crack in front stabilizer bracket, P/N 17049-00, between the upper rivet hole and the top of the fitting, the part need not be replaced until replacement fittings, P/N 19253-00, are available, but not later than August 1, 1957.

II. Compliance required as soon as possible, unless already accomplished, but not later than August 1, 1957.

(a) Remove the following parts from the aircraft and inspect the complete part using dye penetrant or fluorescent inspection method:

Part No. and Name

17033-00	Elevator Torque Tube Bracket.
17033-01	Elevator Torque Tube Bracket.
17060-00	Rudder Horn Assembly.
17066-00	Elevator Horn Assembly.
17062-00	Rudder Torque Tube Bracket.
17052-00	Elevator Hinge Fitting. (See note below.)
17093-00	Stabilizer-Fuselage Attachment Fitting. (See note below.)

(b) Visually inspect Fin Attachment Bracket, P/N 17072-00. When accomplishing above inspection (a). (See note below.)

(c) Cracked parts should be replaced immediately. However, if replacements are not available, parts with crack indications visible only by dye penetrant inspection may continue in service, subject to the following limitations provided visual inspections are available and no cracks become visible during this visual inspection, but in any case not later than August 1, 1957.

Limitations: Such dye penetrant cracks located in edges, webs, flanges, edges of holes, fillet radii, tubular sections, flat portions, tangs and projections are acceptable provided no individual part contains more than five cracks, nor any crack that extends entirely between two holes, nor any crack of greater length than 1½ inches.

NOTE: If not already accomplished, the dye penetrant inspection of parts 17052-00 and 17093-00 and the visual inspection of part 17072-00 may be deferred until the next 100 hour inspection.

III. Compliance required every 100 hours after completion of Inspection II above, and all parts found with cracks have been replaced.

Visually inspect all of the parts covered in Inspection I and II above. Parts with cracks must be replaced. It is necessary to remove tail cone, coverings and fairings to gain access to most of the parts. However, parts need not be disassembled and/or removed from the aircraft to accomplish this inspection except P/N 17093-00.

This special repetitive inspection is not required for the redesigned stabilizer-fuselage attachment fitting P/N 17093-3. (Piper

Service Bulletin No. 160 introduces P/N 1709-03 to replace 17093-00.)

IV. Parts shall be assembled and installed to obtain proper alignment and to prevent distortion, over torquing of bolts and the probability of corrosion. Installation and/or reassembly must be accomplished in accordance with Piper Service Bulletins Nos. 146a and 155. (These Bulletins cover the above difficulties.)

This supersedes AD 57-11-2.

57-14-1 CONVAIR Applies to all Convair 240/340 series aircraft.

Compliance required as soon as possible but not later than September 1, 1957, unless already accomplished. Issued July 15, 1957.

Investigation of a recent Convair Model 340 accident where the nose gear stuck in the retracted position showed failure of the nose landing gear drag strut pivot shaft sleeve, Convair P/N 240-5257112 to be the cause. Examination of the failed part showed that the 1.06 inch counter bore was drilled beyond acceptable limits, allowing a fatigue crack to develop at the relief radius undercut of the shoulder of the bearing surface at the threaded end. As a result of these findings the following inspection or equivalent method to determine that satisfactory parts are installed should be conducted on all Model 240/340 series aircraft incorporating nose landing gear pivot shaft sleeve P/N 240-5257112.

Inspection can be accomplished by removal of the forward left tunnel door at Station 52 for access to the threaded end of the sleeve. The threaded portion of the sleeve may be either 1 inch or 1.6 inches long. Using a depth gauge through the pilot hole in the threaded end of the sleeve, measure the distance from the threaded end of the sleeve to the intersection of the pilot hole and the bottom of the 1.06-inch diameter counter bore made by the cutting surface of the counter bore drill. For sleeves with a long threaded end (1.6 inches) a minimum distance of 4.1 inches is permissible. On sleeves with a short threaded end (1.00 inch) a minimum distance of 3.5 inches is permissible. Any sleeve with dimensions less than specified above should either be re-

placed or be further inspected as outlined in the next paragraph. If it is desired to inspect the sleeve from the end opposite to the threaded end, the distance from the end of the sleeve to the intersection of the pilot hole and the bottom of the 1.06-inch counter bore hole should not exceed 8.38 inches.

Parts found to be unsatisfactory as a result of the above inspection should be X-rayed or removed for further inspection and magniflux. If the part shows no evidence of cracks and the material between the end of the counter drill 1.06-inch diameter hole and the relief radius undercut in the shoulder at the bearing surface is greater than 0.350 inch, the part has adequate strength and may be reinstalled. The 0.350 inch dimension is considered to be the perpendicular distance from the end of the counter bore.

(Angle surface caused by the counter bore cutting surface) and the relief radius cut-out. Convair Service Airgram subject "Nose Landing Gear Pivot Shaft Sleeve" dated May 13, 1957, contains similar information.

57-14-2 DAVIS AIRCRAFT PRODUCTS (safety belts) Applies to Model FDC-1650 belts, (P/N FDC-1650-27, FDC-1650-27M1). Issued July 15, 1957.

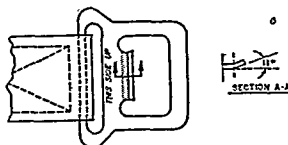
Compliance required as soon as possible but not later than August 15, 1957.

Some of the release fittings of the subject belt assemblies are so constructed as to require one particular side of the fittings "UP" when being inserted in the buckle.

It is possible to improperly fasten the belts effected so that the buckle may become unfastened under load. The unsatisfactory release fittings have a tab bent up to an angle of approximately eleven degrees with the plane of the fitting (See sketch).

To provide for securely assembling the buckle with the release fitting in either position, the tab area indicated in the sketch must be removed or bent flush with the plane of the adjoining metal.

This rework applies only to the release fitting shown in the sketch. Other portions of the buckle assembly than that shown should not be modified. This condition has been corrected on all assemblies of current manufacture.



57-14-3 VICKERS Applies to all Viscount 700 series aircraft. Issued July 15, 1957.

Compliance required as indicated:

Investigation of a recent case resulting in asymmetric flaps occurring just prior to touchdown shows excessive end float of the flap torque shaft can occur between the flap-gear box and number one flap unit port and starboard. Following action considered essential by Vickers with which the CAA concurs and considers mandatory.

1. At next daily inspection unscrew flap universal joint cap port and starboard and check engagement of trunnion blocks within universal joint body of the torque tube. With trunnion block journals facing fore and aft ensure maximum outboard float of torque shaft is obtained by gentle tapping if necessary. Where trunnion blocks do not protrude from body more than 0.4 of an inch aircraft may continue to fly but corrective action (Item 3) must be taken within 300 hours flying. 2. If trunnion blocks protrude more than 0.4 of an inch corrective action (Item 3) be taken within twenty-five hours flying time, or if trunnion blocks protrude 0.52 of an inch or more corrective

action must be taken prior to further flight. 3. Set torque shaft with trunnion blocks flush with end of universal body and prepare fit tubular fiber of fluon (teflon equivalent) distance piece to suit dimension between inboard vertical face of number one flap unit chain box and adjacent end of torque tube. Internal diameter of distance piece 1.52 inches and outside diameter 1.9 inches with suitable recess to clear greaser on chain box if necessary. Before removal, splined shaft must be marked to ensure correct re-assembly. On completion of inspection torque tubes should be moved towards gear-box as far as end float permits.

57-14-4 VICKERS Applies to all Viscount 700 series aircraft. Superseded by 57-25-3. Issued July 15, 1957.

57-15-1 AERO DESIGN Applies to all Models 560A, 560E and 680, Serial Nos. 231 through 559. Issued July 29, 1957.

Compliance required as indicated:

A. Failures have occurred on the upper retaining pins on the main landing gear. These pins react the rebound loads when the main gear lower piston reaches its limit to extension with respect to the upper cylinder.

1. Until Item 2 has been accomplished the following inspections should be performed daily.

(a) With aircraft on ground remove center scissor bolts right and left main gears and inspect for evidence of shearing. These bolts normally carry zero shear load and evidence of shearing is an indication of upper bearing retaining pin failure.

(b) Inspect center scissor bushings for evidence of cracking or elongation due to shear loads being applied on center scissor bolts.

(c) Check area where scissors attach to strut and housing for evidence of scissor to strut or scissor to housing contact due to over extension of strut assembly. This is further evidence of upper bearing retaining pin failure.

If any of these indications are present, the upper bearing retaining pins must be replaced at once. Contact the Service Department, Aero Design & Engineering Company for parts and detailed instruction to accomplish replacement.

2. To be accomplished by October 1, 1957. The present design incorporating two 1/4-inch retaining pins should be modified to incorporate four 3/8-inch retaining pins. Four pin kits and drill fixtures for installing the pins, as well as information as to where the modification can be accomplished, may be obtained from the Service Department, Aero Design & Engineering Company.

(Aero Design & Engineering Company Service Bulletin No. 43, dated June 18, 1957, also covers this subject.)

57-15-2 CURTISS-WRIGHT Applies to all Model C-46 Series Aircraft.

Compliance required as indicated: Issued July 29, 1957.

Due to repeated service failures of H-3-38-M1 wheel assemblies (Hayes and/or Goodrich Model No. 1900M), the following action is required:

1. At each 100 to 125 hours, conduct a visual inspection of the demountable flange in the area of the lightening holes with the aid of a flashlight or equivalent. If cracks are detected, the flange must be either retired or reworked in accordance with paragraphs 3.5.2.2.1 and 3.5.2.2.2 of Goodrich Manual No. 14932.

2. Unless already inspected within the period specified herein, all H-3-38-M1 wheel assemblies (used or unused) must be disassembled and inspected prior to installation and thereafter at each 85th landing or regular periodic inspection period nearest to 330 hours, whichever occurs first.

(a) Visually inspect the lock ring groove area for corrosion. All corrosion in this area must be removed by hand working with #300 sandpaper or equivalent, remachining or grinding away of metal is not permitted. Corrosion in the lock ring groove area of the wheel base can be removed only to a depth of 0.015 inch from the original surface of the groove. Should corrosion and pitting be in excess of this dimension, the wheel base must be retired from service. The nominal lock ring groove diameter in the wheel is 17.250 inches. After corrosion clean-up this diameter should not be less than 17.220 inches. The O. D. of the wheel base in the lock ring groove area and the bottom of the lock ring groove should be concentric within 0.015 inch. The lock ring groove should be retreated to prevent corrosion at every wheel disassembly per treatment specified in B. F. Goodrich Service Letter No. 1022 or equivalent.

NOTE: The original rim lock ring, P/N G85-30, was of tubular steel construction and cadmium plated for rust prevention. This lock ring causes an electrolytic reaction between the magnesium and steel when exposed to moisture and is therefore conducive to corrosion. These lock rings have been

superseded by a new solid aluminum type of the same part number.

(b) Inspect the following critical areas for cracks using Zygo, dye-penetrant or equivalent method. All paint must be removed using a stripping agent of the waxless solvent type that does not react chemically with magnesium.

(1) brake drum mounting register, (2) tire bead radius of the fixed flange, (3) tire bead seat radius of the demountable flange, (4) radius of the demountable flange step, (5) flange retaining ring groove in the wheel, and (6) rim lock ring.

All parts with cracks in any of the critical areas must be retired from service. Rim lock rings P/N G85-30 with cracks must be replaced with the solid aluminum part or equivalent.

3. The following should be accomplished at the first disassembly of wheel unless already accomplished:

(a) The lock ring groove area should be steam cleaned with high pressure steam to insure that this area had not been previously reworked and refinished by filling corroded areas with metal putty. Corroded areas may only be reworked in accordance with Item 2 (a) above.

(b) Rework all demountable flanges by removing the sharp edges of the lightening holes in accordance with Goodrich Service Letter No. 1022.

This supersedes AD 56-17-1.

57-16-1 DOUGLAS Applies to all DC-4 and C-54 series aircraft.

Compliance required as indicated: Issued August 12, 1957.

Accidents have occurred due to the collapse of the nose gear shock strut, P/N 8066 and 8066A. Investigation reveals that some failures have occurred in the steel piston tube, P/N 8066-4, as a result of corrosion and repeated loading over an extended period of time, while others have failed from fatigue only. Initial fractures may occur on the outside of the tube adjacent to the top edges of the nose gear fork, P/N 8066A-60, or on the inside of the tube in the vicinity of the top of the internal reinforcing sleeve. Because of this, the following must be accomplished:

1. Inspect as soon as practical but not later than October 1, 1956, unless equivalent inspection conducted within the last landing gear overhaul, all nose gear piston tubes, P/N 8066-4, both on the inside and on the outside diameters, for evidence of fatigue and/or excessive corrosion in the vicinity of the top edge of the external sleeve, for evidence of cracks.

2. If cracks are found the part must be replaced. (Certain parts can be reworked in accordance with Douglas Service Bulletin. Such parts may be continued in service after rework provided the repetitive inspections limitations contained in the Service Bulletin are adhered to.)

3. Any corrosion found to exist must be removed and the part provided with adequate corrosion protection.

4. Parts found to be satisfactory and not reworked per Douglas Service Bulletin may be continued in service until January 1, 1958, and then must be reworked per Douglas Service Bulletin No. 111.

(Douglas Service Bulletin DC-4 No. 111 dated April 19, 1956, and revised November 6, 1956, covers this same subject, and outlines methods of inspection with the limitations on each as well as permanent rework instructions. Service Bulletin DC-4 No. 111, Addendum No. 1 dated November 6, 1956, covers Operations Limitations on unworked nose gear struts as well as struts reworked per Service Bulletin DC-4 No. 111, reissued October 3, 1956.)

This supersedes AD 56-12-1.

57-16-2 DOUGLAS Applies to all DC-7 series aircraft prior to Fuselage No. 697. Issued August 12, 1957.

Compliance required as indicated:

An operator recently experienced a failure in the threaded area of the forward end of the rudder tab push pull tube, P/N 3483231, which resulted in a declared emergency and unscheduled landing due to loss of rudder control. Investigation reveals that tubes reamed to accommodate the end fittings are unsatisfactory. Also, it has been determined that many rudder tab push tube assemblies, P/N's 3593396, 3593396-501, as well as 3483231, have been reamed in order to accommodate the end fittings.

On all aircraft on which the above mentioned assemblies have 5,000 hours of operation or more an inspection must be conducted within the next 300 hours operation, unless already accomplished, to determine whether the rods have been reamed and for signs of failure of the tube and end fittings. All assemblies found cracked and those reamed in excess of the limits outlined in Douglas Service Bulletin DC-7 No. 181 reissued February 8, 1957, must be replaced. Unless disassembled X-ray is believed to be the only reliable means of verifying whether the tubes have been reamed in excess of the limits specified by Douglas.

All assemblies not cracked and are not reamed in excess of the limits specified in the Douglas Service Bulletin must be visually reinspected at periods not to exceed 300 hours of operation until they are replaced with new push pull tube assembly, P/N 3593396, which have been manufactured without resorting to reaming.

(Douglas Service Bulletin DC-7 No. 68, reissued February 8, 1957, describes the modifications required to install P/N 3593396 on those aircraft that presently incorporate P/N 3483231.)

This supersedes AD 56-24-3.

57-16-3 DOUGLAS Applies to all Model DC-7 series aircraft prior to Fuselage No. 697. Issued August 12, 1957.

Compliance required as indicated:

Numerous cases have been reported wherein fatigue failures have occurred in the elevator control tab push rod assembly, P/N 4499117. Investigation reveals that tubes reamed to accommodate the end fittings are unsatisfactory. Also, it has been determined that P/N 4499117 as well as other assemblies, P/N's 2357984, 3593467, and 4335618, have been reamed to permit installation of the end fittings.

Unless already accomplished, inspect all the above assemblies within the next 300 hours for fatigue cracks or reaming. Unless disassembled X-ray is believed to be the only reliable means of verifying whether the tubes have been reamed in excess of the limits specified by Douglas.

If cracks are found or reaming exceeds the limits specified in Douglas Service Bulletin DC-7 No. 181 reissued February 8, 1957, the part must be replaced.

All parts reamed within tolerances specified in the Douglas Service Bulletin must be visually reinspected for fatigue cracks at intervals not to exceed 300 hours. When P/N's 4335618 and 4499117 as well as any P/N 3593467, which have been reamed, are replaced with P/N 3593467 now manufactured by controlling the swaging of the tube instead of reaming to permit installation of the end fittings, the repeated inspection may be discontinued.

(Douglas Service Bulletin DC-7 No. 132 revised November 13, 1956, covers the installation of P/N 3593467 and the associated changes required to make the installation on aircraft originally incorporating P/N 4335618 or P/N 4499117.)

This supersedes AD 56-24-4.

57-16-4 HAMILTON STANDARD Applies to all Hamilton Standard two-flyweight Model 4U18 and 5U18 governors. Issued August 12, 1957.

Compliance required as indicated:

To prevent the possible occurrence of propeller reversal resulting from oil leakage caused by the mounting holes in the governor body being drilled beyond tolerances, the following must be accomplished:

A. Prior to the installation of new or overhauled governors of the above models, perform the following, except that it need be accomplished only once for each governor affected, and need not be accomplished if paragraph C is complied with:

1. Remove reverse solenoid valve assembly.
2. Thoroughly clean the solenoid valve mounting hole in the governor body as described in Hamilton Standard Service Bulletin No. 518.
3. Measure the depths of the hole to the deepest point.

4. Governor bodies having a hole exceeding 0.490 inch deep shall not be used until inspected as specified by paragraph C.

B. If the reverse solenoid is loosened or removed while in service, comply with paragraph A unless already accomplished.

C. As soon as practicable, but not later than next overhaul of all governors of the above models, comply with the inspection outlined in Hamilton Standard Service Bulletin No. 518. Governor bodies having a wall thickness between the solenoid attaching stud hole and the low pressure relief valve passage of less than 0.035 inch should not be returned to service. If the provisions of Service Bulletin No. 518 have been complied with, it will not be necessary to repeat. (Hamilton Standard Service Bulletin No. 518 covers this same subject.)

57-16-5 VICKERS Applies to all Viscount 700 series aircraft.

Compliance required as indicated: Issued August 12, 1957.

Cases have occurred of cracking in the fuselage structure surrounding the cabin doors on Viscount aircraft. Vickers Armstrong accordingly issued corrective measures, Preliminary Technical Leaflet No. 158 with the concurrence of the British Air Registration Board. The CAA concurs with this action and considers compliance therewith mandatory.

These corrective measures are:

1. *Front and Rear Cabin Door—Fuselage Structure.* (a) Inspect visually for cracks, in the radius of the inboard angles at the front and rear entrance door structure adjacent to the door check strap attachment, at the next return to base unless already accomplished.

(b) Cracks not exceeding three inches in length may be stop drilled with $\frac{3}{32}$ -inch diameter drill holes and inspected every 30 hours until repaired.

(c) Cracks exceeding three inches in length may be similarly stop drilled but must be inspected every 30 hours, and the aircraft operated at no more than 4.5 psi maximum cabin differential pressure until the angle has been repaired.

(d) All cracked angles must be repaired within 135 flying hours after discovery.

(e) Visual inspections at this location must be repeated within 1,500 hour intervals on aircraft that have accumulated 2,000 flying hours and have not had Repair Scheme, Dwg. No. 70152 incorporated.

2. *Shear Cleat Attachment to Fuselage Skin. Sta. 132, Left Side (Pre. Mod. D 1273).*

(a) Inspect visually, for cracks, the outer fuselage skin and the rear shear cleat of the fuselage frame at Station 132 adjacent to the forward attachment bolt of the front entrance door lower hinge, within the next 2,300 flying hours. Repairs, in accordance with Scheme No. VTO 700-129 for the fuselage skin and No. VTO 700-128 for the shear cleat, should be made as soon as possible and not later than the next 2,300 flying hours.

(b) If cracks are found in the shear cleat and the door frame angle, the cabin differential pressure must be limited to 4.5 psi until the cracks in the door frame structure are repaired, which must be within 135 flying hours.

3. Also examine visually for cracks, within the next 2,300 flying hours, the shear cleats in the vicinity of the front entrance door top hinge and the frame cleats in the vicinity of the top and bottom hinges of the rear entrance door. If cracks are found, repair information should be obtained from Vickers-Armstrongs (Aircraft) Limited.

57-17-1 HAMILTON STANDARD Applies to all Hamilton Standard Models 23260, 24260, 34D50, 34D51, 34E60, 43E60, and 43H60 propellers.

Compliance required as indicated. Issued August 26, 1957.

The dome cap of propellers incorporating pitch locks has become partially disengaged in flight, resulting in complete loss of propeller control and loss of engine oil. Over-speeding occurred, and feathering could not be accomplished.

To preclude additional failures of this nature, the following inspections, rework, and/or replacements are necessary:

1. Unless already accomplished, at next overhaul subsequent to receipt of tooling and new parts inspect the dome cap and stop lever sleeve bushing as specified in Hamilton Standard Service Bulletin No. 496A. Rework parts or install new parts as specified in the bulletin.

2. Prior to placing new propellers in service, Service Bulletin No. 496A must be complied with unless already accomplished, or unless received from the factory with new parts installed.

(Hamilton Standard Service Bulletins Nos. 496A and 496B cover this same subject.)

57-17-2 PIPER Applies to Model PA-22 Serial Nos. 22-3218; 3387 to 4961, inclusive; 4963 to 4974, inclusive; 4976 to 4997, inclusive; 4999 to 5003, inclusive; 5005 to 5009, inclusive; 5011; 5013 to 5017, inclusive; 5019 to 5024, inclusive; 5026 to 5034, inclusive; 5036; 5037; 5039 to 5047, inclusive; 5049; 5050; 5052 to 5061, inclusive; 5064; 5065; 5067; 5073; 5078 to 5080, inclusive; 5082 to 5088, inclusive; 5115.

Compliance required as indicated: Issued August 26, 1957.

It has been found that the front center seat belts are chafing in the area of the belt attachment bracket. An immediate inspection should be made, and if chafing has occurred, the belt must be replaced and Piper Kit No. 754170 installed to preclude further chafing. If no chafing is apparent, Kit No. 754170 should be installed at the next 100 hour inspection or by November 1, 1957, whichever occurs first. Piper Service Bulletin No. 154 covers this same subject.

57-17-3 PIPER Applies to Models PA-22 Series, PA-20 Series, PA-19, PA-19S, PA-18 Series, PA-16, PA-16S, PA-14, PA-12, PA-12S, J-5A, J-5A-80 and J-5C.

Superseded by AD 57-20-31. Issued August 26, 1957.

57-18-1 BEECH Applies to all Model 35 series aircraft. Issued September 9, 1957.

A. Applies to Model 35 aircraft, Serial Nos. D-1 through D-1500.

Compliance required within the next 100 hours operation but not later than December 1, 1957, whichever occurs first, and each 100 hours operation thereafter.

Visually inspect fuselage bulkheads 256.9 and 272 (stabilizer front and rear spar attachment bulkheads) for cracks, buckles, or distortion and associated cracks or buckles in the fuselage skin in the vicinity of the bulkheads. All damaged structure must be repaired or replaced.

(Beech Service Bulletin No. 35-26, dated May 20, 1953, covers this subject.)

B. Applies to all Model 35 series aircraft. Compliance required as indicated:

Within the next 100 hours operation, unless already accomplished, check the static balance of the ruddervator (as originally manufactured) on airplane serial numbers D-1 through D-1500, and on all other aircraft where the ruddervators have been repainted or repaired, to ascertain that the static balance is within acceptable limits. This check of the static balance must also be made each time the ruddervators are repaired or repainted. (Guidance material on this subject is contained in CAM 18.80-17 (f). Beech Service Bulletin No. 35-26, dated May 20, 1953, and Bonanza Maintenance Manual 35-590073-9 cover this subject.)

This supersedes AD 53-11-1.

57-18-2 VICKERS Applies to all Viscount 700 series aircraft.

Compliance required as indicated: Issued September 9, 1957.

Vickers-Armstrongs (Aircraft) Limited has established by structural tests that it will become necessary in the life of the aircraft to reinforce the front and rear cabin door surrounding structure. Accordingly, Preliminary Technical Leaflet No. 163 Issue 1, dated May 22, 1957, was issued introducing Modification D.2141 to provide reinforcing to the front and rear cabin door surround frames and external reinforcing plates adjacent to the door structure. This PTL also establishes special operational limitations and inspections to begin upon completion of 4,250 flights and continue until modification D.2141 is made. Modification D.2141 has been classified as essential by the British Air Registration Board. The CAA concurs with this action and considers compliance with the conditions specified in Preliminary Technical Leaflet No. 163 mandatory.

57-19-1. PIPER Applies to Model PA-23, Serial Numbers 23-129; 23-132 to 23-228, inclusive; 23-230 to 23-766, inclusive; 23-768 to 23-850, inclusive; 23-852 to 23-883, inclusive; 23-885 to 23-937, inclusive; 23-939 to 23-1017, inclusive; 23-1019 to 23-1020, inclusive; 23-1022 to 23-1030, inclusive; 23-1032 to 23-1042, inclusive; 23-1044; 23-1046 to 23-1057, inclusive; 23-1059 to 23-1064, inclusive; 23-1066; 23-1069 to 23-1074, inclusive; 23-1076; 23-1078 to 23-1082, inclusive.

Compliance required by November 1, 1957. Issued September 23, 1957.

Inspect the Heim rod end bearing (P/N HMX-4M) located where the front elevator control tube attaches to the lower horn on the control column. If more than six threads show on the rod end, re-rig the control column so that six or less threads are exposed.

(Piper Service Bulletin No. 156 dated July 2, 1957, covers this subject.)

57-19-2 SIKORSKY Applies to all Model S-58 helicopters. Issued September 23, 1957.

Compliance required as soon as possible but not later than October 30, 1957.

To avoid the possibility of slippage in S-58 hydro-mechanical clutch due to adverse tolerance conditions replace S1635-91046-1 rollers with S1635-91065 rollers.

The new rollers are three thousandths (0.003) larger in diameter and may be identified by their duller finish.

(Sikorsky telegraphic message SST-1-281, dated September 12, 1957, covers the same subject.)

57-20-1 CHAMPION Applies to Model 7FC, Serial Numbers 2 to 56, inclusive.

Compliance required at next periodic airplane inspection but not later than November 15, 1958. Issued October 7, 1957.

To prevent the entry of fire and fumes into the cabin compartment in the event of a power plant fire, install Champion fireproof steering link boot assembly Part No. 2-1523 to the firewall with suitable fireproof screws.

(Champion Service Letter No. 31 covers this same subject.)

57-20-2 DE HAVILLAND Applies to all de Havilland Dove Model 104 aircraft.

Compliance required as indicated. Issued October 7, 1957.

Cases have been reported of cracked pistons, P/N AH0.19742, installed in Dunlop pneumatic retraction jacks (cylinders) P/N's AH8463 and AC.11130, fitted to the main and nose landing gear assemblies. These cracks appear on the crown of the piston adjacent to the recessed center section and are due to fatigue. Accordingly, a service life of 10,000 landings on these pistons when installed on Dove aircraft has been specified by de Havilland in conjunction with Dunlop and the ARB. Pistons having 10,000, or more, landings must be replaced as an interim measure pending introduction of a modification being developed by Dunlop.

The CAA concurs with this action and considers compliance therewith mandatory. (de Havilland Service TNS Series CT (104) No. 141, dated June 24, 1957, covers this subject.)

57-20-3 PIPER Applies to Models PA-22 Series, PA-20 Series, PA-19 Series, PA-18 Series, PA-16 Series, PA-14 Series, PA-12 Series, J-5A Series, J-5C, AE-1 and HE-1. Issued October 7, 1957.

Compliance required as indicated:

Service experience indicates that continual operation on rough terrain or rough water has caused fatigue failures in the wing lift-strut fork, Part No. 14481-00.

As soon as practicable but not later than October 1, 1957, all lift-strut forks, Part No. 14481-00, must be removed, cleaned and magnetically inspected on aircraft having 500 hours or more of service. Forks with crack indications are to be replaced. The inspection must be repeated every 500 hours, and forks replaced with new forks at 1,000 hours on seaplanes, and at 2,000 hours on landplanes.

All forks removed should be destroyed or permanently marked in a manner that will assure retirement from service.

(Piper Service Bulletin No. 157A covers the same subject.)

This supersedes AD 57-17-3.

57-20-4 VICKERS Applies to all Viscount 700 series aircraft equipped with fourteen inch stroke oleos. Issued October 7, 1957.

Compliance required as indicated:

As a result of investigations and tests by Vickers it has been found necessary to limit the life of the trunnion pins and bearing bolts of the main landing gear retraction jack (cylinder) assembly, right and left, Dwg. No. 77450 sheet 7. Accordingly, Vickers-Armstrong issued the following corrective measures with concurrence of the British Air Registration Board. The CAA concurs with this action and considers compliance therewith mandatory:

1. At the ram end of the retraction jack, attached to the landing gear actuating lever assembly, replace the trunnion fork end P/N 74450-99 and pin P/N 74450-101 at 2,500 flights; and bearing bolt P/N 74450-103 at 5,000 flights. On aircraft that have exceeded 2,500 flights a precautionary visual inspection for cracks on the trunnion P/N 74450-99 is required at the next daily inspection with particular attention being paid to the flat surfaces. If cracks are found the trunnion and pin and bearing bolt must be replaced before further flight. If no cracks are found, aircraft may continue flying provided the trunnion is visually inspected for cracks at every daily check until replaced.

2. At the retraction jack cylinder end, attached to structure joint assembly, replace the trunnion block P/N 74450-79, pin P/N 74450-81 and bearing bolt P/N 74450-341 or 74450-63 at 5,000 flights.

57-21-1 PIPER Applies to all Model PA-23 aircraft. Issued October 21, 1957.

Compliance required at next regular inspection period but not to exceed 100 hours.

Inspect the attachment of the rudder trim tab control rod to the rudder trim tab. If a flat head pin has been installed it must be replaced by an AN 23-10 clevis bolt and AN 960-10L washer, secured with an AN 320-3 nut and AN 380-2-2 cotter pin.

(Piper Service Bulletin No. 159 covers this subject.)

57-22-1 PIPER Applies to all PA-16, PA-20 and PA-22 aircraft.

Compliance required as indicated: Issued November 4, 1957.

To preclude the possibility of in-flight fires the following inspection and rework is necessary to eliminate combustible material and possible ignition sources from the area aft of the firewall, underneath the forward cabin floor. Access to this section may be gained by removing the metal panels or opening the fuselage side cowl panels rearward of the firewall underneath the aircraft as shown in Piper Service Bulletin #161. The relative difficulty in gaining access to this area has probably contributed to poor maintenance.

1. On all PA-16, PA-20, and PA-22 aircraft, serial number 22-1 through 22-2699 aircraft, the following inspection and rework is necessary prior to December 15, 1957. Remove and discard any soundproofing material contaminated with engine or hydraulic oil. Where the plastic septum has separated from the fiberglass or shows signs of drying or cracking it should be removed in its entirety from the affected blanket. Uncontaminated fiberglass, from which the plastic septum has been removed, may be continued in service. Inspect electrical wiring for chafing of the insulation and replace any found in an unsatisfactory condition. Check for a reasonable clearance between hydraulic lines, electrical wires, control cables and fuel lines and rework as necessary. The sealing of the firewall on all affected aircraft must be inspected as described in Piper Service Bulletin #161 and when found deficient must be resealed in accordance with the manufacturers service bulletin or accepted aeronautical practices.

2. On PA-22 aircraft Serial Nos. 22-2700 and up, the procedure outlined in (1) should be followed within the next 100 hours of operation.

3. Periodic inspection should be made of the exhaust system in accordance with Piper Service Bulletin #161 pertaining to inspection of the exhaust stack gaskets, exhaust stacks, muffler assembly, and muffler tailpipe.

4. Future inspection will be continued at 100 hour intervals on all PA-16, PA-20, and PA-22 aircraft.

57-23-1 LOCKHEED Applies to all Model 18 aircraft equipped with vacuum systems. Issued November 18, 1957.

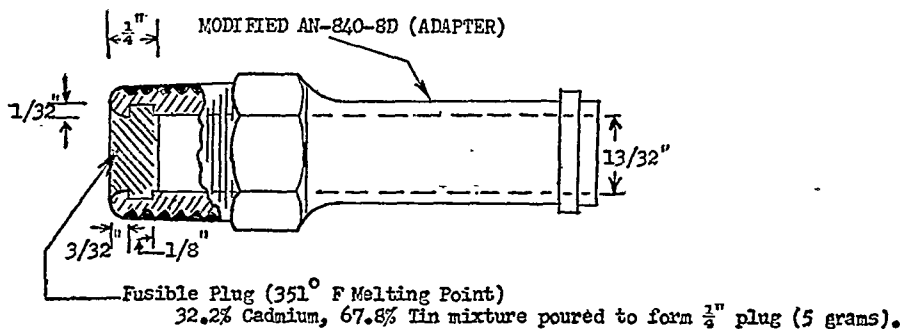
Compliance required at next engine overhaul but not later than July 15, 1958.

To guard against the possibility of excessive air temperatures and associated fire hazards in the vacuum system discharge line, one of the following modifications must be accomplished:

1. Install a fusible plug in the side of the vacuum pump discharge port at right angles to the axis of the discharge port boss. Some pumps incorporate a plugged hole in the discharge port which may be enlarged to a $\frac{3}{8}$ -inch pipe-tapped hole to accommodate the fusible plug. This plug should employ an AN-840-8D fitting with a binary eutectic mixture of 67.8 percent tin and 32.2 percent cadmium, which has a melting point of 351° F. A drawing describing the design of such a plug is shown below. The $\frac{3}{8}$ -inch plug fitting is intended for pumps such as the Model 3P-211 and 3P-485. For smaller pumps such as the 3P-207, and AN-840-6D fitting, incorporating the same modification as shown below, should be used. Brass fittings of the same design as the above dural fittings are acceptable. Incorporation of an overboard drain line clamped to the fusible plug is recommended but is not mandatory. On installations which do not use an overboard discharge line the possibility exists that the plug may damage other nacelle components if it can hit them upon being blown out of the adapter at high velocity. Therefore, if no overboard discharge line is provided, the installation must be made in such a manner that the plug will not be directed toward any vulnerable components when it issues from the adapter, or

2. Employ an oil separator equivalent in principle to the Genisco No. 40081 incorporating a pressure relief valve which can be disassembled for cleaning.

VACUUM SYSTEM FUSIBLE PLUG



57-24-1 WRIGHT ENGINES Applies to all TC18DA and TC18EA series engines. Issued December 2, 1957.

Compliance required at next overhaul but not later than July 31, 1958.

To improve the durability of the impeller drive gear assemblies of the subject engines, intermediate impeller drive gear P/N 145316 must be replaced with P/N 138464 gear, or any gear approved after December 1, 1957.

57-25-1 Applies to all aircraft engaged in spraying operations, including restricted purpose aircraft certificated under CAR Part 8 equipped with diaphragm type spray pressure regulators vented in the cockpit.

Compliance required by February 1, 1958. Issued December 16, 1957.

A recent accident was caused by the failure of the diaphragm in a spray pressure regulator which permitted spray fluid to enter the cockpit through the regulator vent. Since this accident, reports have been received of several other cases of failures of these units. To prevent the release of toxic vapors into cabins or cockpits of spray planes, it is required that all diaphragm type pressure regulators be vented to the outside of the airplane. This venting may be accomplished similar to the spray tank venting noted in Section 2.415, Appendix A, of CAM 8 by

means of a suitable tubing or hose extension to the outside of the fuselage.

57-25-2 **HELIO** Applies to Model H-391B, Serial Nos. 001 through 055.

Compliance required as indicated: Issued December 16, 1957.

Cracks have been found in the fin front spar underneath the steel attachment fittings holding the stabilizer to the fin. Cracks were also discovered in the flanges of the fins nose ribs second and third from the bottom. To preclude possible failure of the fin spar, the following inspections and rework are required:

1. Aircraft with less than 400 hours total time.

a. Inspect visually for cracks the fin front spar and lower nose ribs within the next 100 hours of operation and every 100 hours thereafter until reinforced as described in Helio Service Bulletin No. 17 or equivalent.

b. If cracks are found they must be stop-drilled and the parts reinforced prior to further flight.

c. If no cracks are found reinforcement of the fin front spar and lower nose ribs attachments is required prior to the accumulation of 400 hour total time.

2. Aircraft having 400 hours or more total time.

a. Visual inspection and reinforcement are required within the next 25 hours flight time. If any cracks are found, they should be stop-drilled prior to adding the reinforcements.

(Helio Service Bulletin No. 17 covers this subject.)

57-25-3 **VICKERS** Applies to all Viscount 700 series aircraft.

Compliance required as indicated: Issued December 16, 1957.

A case has occurred on a Viscount aircraft of inability to extend the nose wheel resulting in a crash landing. Subsequent investigation revealed that the nose gear trunnion 60926-525 had failed at the attachment of the retraction cylinder to the nose oleo assembly. During inspections of other aircraft, numerous cases of cracked trunnions were found. Cracks were all similar and occurred at the radius of the pin boss to trunnion body and extend circumferentially around the trunnion body and at right angles to the axis of the attachment bolt hole. Vickers Armstrongs have issued the following corrective measures with concurrence of the British Air Registration Board. The CAA also concurs and considers compliance therewith mandatory.

A. *Retraction Cylinder (Jack) to Olio Strut Attachment.* (1) Trunnions 60926-525 or 74426-25 having over 300 flights since new must be replaced (see (2), (3), (4), and (5)), within the next 10 flights. If replacement parts are not available, trunnions 60926-525 or 74426-25 may be considered serviceable for an additional 50 flights provided an inspection by Vickers approved crack detection methods is conducted within the next 10 flights.

(2) Replacement trunnions are P/N 70126-651 in accordance with Vickers Model D2235 or trunnion 70126-661, Pin 70126-659 and retainer 70126-657 in accordance with Vickers Model D2265.

(3) When trunnion 70126-651 is used as a replacement, existing bolts 70126-137 or 74426-23 and Pin 609-529 must be inspected for cracks by Vickers approved method prior to reassembly.

(4) Where no replacements to Model D2235 or Model D2265 standards are available, new pre-modification trunnions P/N 60926-525 or 74426-25 may be installed subject to the life limitation of 300 flights.

(5) If any cracked parts are found at the jack to nose oleo attachment, all three components, i. e., trunnion, bolt and pin,

should be replaced at the same time. In addition, it is considered desirable to replace the three similar components at the jack to structure attachment as soon as parts are available.

B. *Retraction Cylinder (Jack) to Structure Attachment.* (1) Any trunnion 70126-97, Pin 70026-25 or Bolt 70126-187 having over 1,500 flying hours since new must be inspected for cracks by magnaflux or equivalent equipment not later than the next 135 flying hours.

(2) The above inspection must be repeated each 135 flying hours.

(3) If cracked parts are found at the jack to structure attachment, all relevant parts, i. e., trunnion, bolts and pins at both jack to structure and jack to nose oleo attachments should be replaced.

(4) Following the installation of replacement parts, the above inspection procedures still apply with repetitive inspection commencing when the component has accumulated 1,500 flying hours.

(Vickers Viscount 700 Series PTL No. 161, Issue 1, dated May 23, 1957, Model D2235, Model D2265, and Vickers Cable SS2973, cover this subject.)

57-26-1 **VICKERS** Applies to all Viscount 700 series aircraft.

Compliance required as indicated: Issued December 30, 1957.

As a result of cracks found in the main chassis ram foot fittings, Vickers-Armstrongs Aircraft, Ltd., recommends the following inspections which the British Air Registration Board considers mandatory.

1. Aircraft with 3,500 landings or more must be visually inspected at next return to base, unless already accomplished, and within every 625 flying hours thereafter, for cracks in the main landing gear ram oleo strut foot fitting. Cracks appear underneath the base and around sides of fitting for a distance of approximately three inches vertically from the base. (Disassembly not necessary for this inspection.)

2. Within the next 3,000 flying hours and every 3,000 flying hours thereafter remove the ram foot fitting and inspect inside and outside of the ram socket bore for cracks by a proved crack detection method.

3. Any fitting found cracked must be replaced.

The CAA concurs with this action and considers compliance therewith mandatory. (Vickers-Armstrongs is issuing a PTL to also cover this subject.)

57-26-2 **VICKERS** Applies to all Viscount 700 series aircraft.

Compliance required not later than July 1, 1958. Issued December 30, 1957.

To preclude the possibility of the flap idler sprocket retaining nut, Part Nos. 60903-39 and 60903-1151 from becoming unscrewed, the improved locking means for the Sprocket Shaft Nuts at Nos. 1, 2 and 3 flap units should be incorporated. This consists of the installation of a screwed collar Part No. 70103-4227 and a split pin, Part No. SP9E10. Vickers PTL No. 174 and Modification Bulletin No. 2439 cover the same subject. Modification No. 2439 has been classified as essential by the British Air Registration Board. The CAA concurs and considers compliance mandatory.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interprets or applies secs. 601, 603, 52 Stat. 1007, 1009, as amended; 49 U. S. C. 551, 553)

[SEAL] JAMES T. PYLE,
Administrator of Civil Aeronautics.

JANUARY 14, 1958.

[F. R. Doc. 58-419; Filed, Jan. 22, 1958; 8:45 a.m.]

TITLE 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 6862]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

A. HARRIS & CO.

Subpart—*Advertising falsely or misleadingly*: § 13.155 *Prices*: Comparative; usual as reduced, special, etc. Subpart—*Invoicing products falsely*: § 13.1108 *Invoicing products falsely*: Fur Products Labeling Act. Subpart—*Misbranding or mislabeling*: § 13.1212 *Formal regulatory and statutory requirements*: Fur Products Labeling Act. Subpart—*Neglecting, unfairly or deceptively, to make material disclosure*: § 13.1845 *Composition*: Fur Products Labeling Act; § 13.1852 *Formal regulatory and statutory requirements*: Fur Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U. S. C. 45, 69f) [Cease and desist order, A. Harris & Company, Dallas, Tex., Docket 6862, Dec. 19, 1957]

This proceeding was heard by a hearing examiner on the complaint of the Commission charging a furrier in Dallas, Tex., with violating the Fur Products Labeling Act by failing to comply with the labeling and invoicing requirements and by misrepresenting prices in advertising and otherwise failing to observe the advertising requirements.

Following approval of an agreement between the parties for a consent order, the hearing examiner made his initial decision and order to cease and desist which became on December 19 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That respondent A. Harris & Company, a corporation and its officers, representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction into commerce, or the sale, advertising, or offering for sale, in commerce, or the transportation or distribution in commerce, of fur products, or in connection with the sale, advertising, offering for sale, transportation, or distribution of fur products which have been made in whole or in part of fur which has been shipped and received in commerce as "commerce", "fur" and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Misbranding fur products by:
1. Failing to affix labels to fur products showing:

(a) The name or names of the animal or animals producing the fur or furs contained in the fur product as set forth in the Fur Products Name Guide and as prescribed under the rules and regulations.

(b) That the fur product contains or is composed of used fur, when such is the fact.

(c) That the fur product contains or is composed of bleached, dyed, or otherwise artificially colored fur, when such is the fact.

(d) That the fur product is composed in whole or in substantial part of paws, tails, bellies, or waste fur, when such is the fact.

(e) The name or other identification issued and registered by the Commission, of one or more persons who manufactured such fur product for introduction into commerce, introduced it into commerce, sold it in commerce, advertised or offered it for sale in commerce, or transported or distributed it in commerce.

(f) The name of the country of origin of any imported furs used in the fur product.

2. Setting forth on labels affixed to fur products:

(a) Information required under section 4 (2) of the Fur Products Labeling Act and the rules and regulations thereunder in abbreviated form.

(b) Information required under section 4 (2) of the Fur Products Labeling Act and the rules and regulations thereunder mingled with non-required information.

3. Failing to show separately on labels affixed to fur products composed of two or more sections containing different animal furs the information required under section 4 (2) of the Fur Products Labeling Act and the rules and regulations thereunder with respect to the fur comprising each section.

B. Falsely or deceptively invoicing fur products by:

1. Failing to furnish invoices to purchasers of fur products showing:

(a) The name or names of the animal or animals producing the fur or furs contained in the fur product as set forth in the Fur Products Name Guide and as prescribed under the rules and regulations.

(b) That the fur product contains or is composed of used fur, when such is the fact.

(c) That the fur product contains or is composed of bleached, dyed, or otherwise artificially colored fur, when such is the fact.

(d) That the fur product is composed in whole or in substantial part of paws, tails, bellies, or waste fur, when such is the fact.

(e) The name and address of the person issuing such invoice.

(f) The name of the country of origin of any imported fur contained in a fur product.

(g) The item number or mark assigned to a fur product.

2. Abbreviating on invoices information required under section 5 (b) (1) of the Fur Products Labeling Act and the rules and regulations thereunder.

C. Falsely or deceptively advertising fur products through the use of any advertisement, representation, public announcement, or notice which is intended to aid, promote or assist, directly or indirectly in the sale or offering for sale of fur products, and which,

1. Represents directly or by implication: (a) That the regular or usual price

of any fur product is any amount which is in excess of the price at which the respondent has usually and customarily sold such products in the recent regular course of its business.

2. Makes use of comparative prices or percentage savings claims unless such compared prices or percentage savings claims are based upon the current market value of the fur product or unless a bona fide price at a designated time is stated.

3. Makes pricing claims and representations of the types referred to in subparagraphs 1 (a) and 2, unless there are maintained by respondent full and adequate records disclosing the facts upon which such claims or representations are based as required by Rule 44 (e) of the rules and regulations.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That the respondent herein shall within sixty (60) days after service upon it of this order, file with the Commission a report in writing setting forth in detail the manner and form in which it has complied with the order to cease and desist.

Issued: December 19, 1957.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 58-522; Filed, Jan. 22, 1958;
8:47 a. m.]

[Docket 6752]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

RIVIERA PACKING CO. ET AL.

Subpart—*Discriminating in price under section 2, Clayton Act, as amended—* Payment or acceptance of commission, brokerage, or other compensation under 2 (c): § 13.820 *Direct buyers*; § 13.822 *Lowered price to buyers*.

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 2, 38 Stat. 730, as amended; 15 U. S. C. 13) [Cease and desist order, Arnold Vogl, et al. doing business as Riviera Packing Company et al., Eastport, Maine, Docket 6752, Dec. 18, 1957]

In the Matter of Arnold Vogl, Edith Vogl and Erna Fisher, Individually and as Co-Partners Doing Business as Riviera Packing Company, and as Officers and Sole Stockholders of Milbridge Canning Corporation; and Milbridge Canning Corporation, a Corporation

This proceeding was heard by a hearing examiner on the complaint of the Commission charging canners of sardines, with principal office at Eastport and plants at Eastport and Milbridge, Maine—customarily selling through brokers who received commissions of up to five per cent of the market price—with making illegal brokerage payments to customers in violation of section 2 (c) of the Robinson-Patman Act by selling

canned sardines directly to purchasers at prices as much as five per cent below the market price, and by permitting brokers to make sales at five per cent below market price and paying them less than the usual fee, with the result that the buyer received part of the ordinary brokerage fee.

Following acceptance of an agreement between the parties containing a consent order, the hearing examiner made his initial decision and order to cease and desist which became on December 18 the decision of the Commission.

The order to cease and desist is as follows:

It is ordered, That respondents Arnold Vogl, Edith Vogl, and Erna Fisher, individually and as co-partners doing business under the name of Riviera Packing Company, or under any other name, and as officers and sole stockholders of Milbridge Canning Corporation, and respondent Milbridge Canning Corporation, a corporation, and its officers, representatives, agents, and employees, directly or through any corporate or other device, in connection with the sale and distribution of sardines or other food products in commerce, as "commerce" is defined in the Clayton Act, do forthwith cease and desist from:

1. Paying, granting, or allowing, directly or indirectly, to any buyer or to anyone acting for or in behalf of or who is subject to the direct or indirect control of such buyer, an allowance or discount in lieu of brokerage, or any part or percentage thereof, by selling sardines or other food products to any such buyer at prices reflecting a reduction from the prices at which sales of such products are currently being effected by respondents to other buyers, where such reduction in prices is accompanied by a reduction in the regular rate of commission, brokerage, or other compensation currently being paid by respondents to their brokers; or

2. Selling sardines or other food products direct to some buyers, without using brokers, at prices reflecting a reduction from the prices at which sales of such products are currently being effected by respondents to other buyers, where such reduction reflects or is in lieu of the full brokerage normally paid, or any part or percentage thereof; or

3. In any other manner, paying, granting, or allowing, directly or indirectly, to any buyer or anyone acting for or in behalf of or who is subject to the direct or indirect control of such buyer, anything of value as a commission, brokerage, or other compensation, or any allowance or discount in lieu thereof, upon or in connection with any sale of sardines or other food products to such buyer for his own account.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That the respondents herein shall within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form

in which they have complied with the order to cease and desist.

Issued: December 18, 1957.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 58-523; Filed, Jan. 22, 1958;
8:48 a. m.]

TITLE 42—PUBLIC HEALTH

Chapter I—Public Health Service, Department of Health, Education, and Welfare

Subchapter D—Grants

PART 53—GRANTS FOR SURVEY, PLANNING AND CONSTRUCTION OF HOSPITALS AND MEDICAL FACILITIES

DEFINITIONS OF "MENTAL HOSPITAL" AND "COMMUNITY SERVICE"

Notice of proposed rule making, public rule making procedures and postponement of effective date have been omitted in the issuance of the following amendments of this part, which relate solely to grants to States, political subdivisions and public or other nonprofit agencies for the construction of public and other nonprofit hospitals and medical facilities.

1. Paragraph (j) of § 53.1 is revised as follows:

(j) *Mental hospital.* A hospital for the diagnosis and treatment of nervous and mental illness.

2. Paragraph (v) of § 53.1 is revised as follows:

(v) *Community service.* A facility provides a community service when (1) the services furnished are available to the general public or (2) admission is limited only on the bases of age, medical indigency, or medical or mental disability or, (3) the facility constitutes a medical or nursing care unit of a home or other institution which is available in accordance with subparagraph (1) or (2) of this paragraph.

(Sec. 215, 58 Stat. 690, as amended; 42 U. S. C. 216. Interprets or applies secs. 622, 631, 60 Stat. 1042, 1046, as amended; 42 U. S. C. 291e, 2911)

These amendments were approved by the Federal Hospital Council at a meeting held December 20, 1957, and shall become effective immediately on the date of publication in the FEDERAL REGISTER.

Dated: January 8, 1958.

[SEAL] L. E. BURNLEY,
Surgeon General.

Approved:

L. E. BURNLEY,
Chairman,
Federal Hospital Council.

Approved: January 17, 1958.

M. B. FOLSOM,
Secretary.

[F. R. Doc. 58-534; Filed, Jan. 22, 1958;
8:50 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF THE TREASURY

Internal Revenue Service

1.26 CFR (1954) Part 1 I

INCOME TAX; TAXABLE YEARS BEGINNING AFTER DECEMBER 31, 1953

NOTICE OF HEARING ON PROPOSED REGULATIONS

Proposed regulations under sections 471 and 472 of the Internal Revenue Code of 1954, relating to inventories, were published in the issue of the FEDERAL REGISTER for Wednesday, December 11, 1957 (22 F. R. 9888), with a notice of proposed rule making. In response to this notice of proposed rule making, one or more interested parties have submitted comments and suggestions pertaining to the proposed regulations, and

have requested an opportunity to comment orally at a public hearing on the proposed regulations.

Notice is hereby given that a public hearing on these proposed regulations will be held on Thursday, February 13, 1958, at 10:00 a. m., e. s. t., in Room 3313, Internal Revenue Building, 12th and Constitution Avenue NW., Washington, D. C. All interested persons who plan to attend the hearing are requested to so notify the Commissioner of Internal Revenue, Attention: T:P, Washington 25, D. C., at least three days prior to the date fixed for the hearing.

[SEAL] JOHN W. S. LITTLETON,
Director, Technical Planning
Division, Internal Revenue
Service.

[F. R. Doc. 58-538; Filed, Jan. 22, 1958;
8:51 a. m.]

NOTICES

DEPARTMENT OF AGRICULTURE

Forest Service

CARSON NATIONAL FOREST

REMOVAL OF TRESPASSING HORSES

Whereas a number of horses are trespassing and grazing on the Canjilon, Mogote, El Rito and Lobato Allotments of the Carson National Forest, in Rio Arriba County, State of New Mexico; and

Whereas these horses are consuming forage needed for permitted livestock, are causing extra expense to established permittees, and are injuring national-forest lands;

Now, therefore, by virtue of the authority vested in the Secretary of Agriculture by the act of June 4, 1897 (30 Stat. 35; 16 U. S. C. 551), and the act of February 1, 1905 (33 Stat. 628; 16 U. S. C. 472), the following order is issued for the occupancy, use, protection, and administration of land in the Canjilon, Mogote, El Rito and Lobato Allotments in the Carson National Forest:

Temporary closure from livestock grazing. (a) The area designated below is hereby closed for the period February 1, 1958 to April 15, 1958, to grazing by horses excepting those that are lawfully grazing on or crossing land in such area pursuant to the regulations of the Secretary of Agriculture, or that are used in connection with operations authorized by such regulations, or that are used as riding, pack or draft animals by persons traveling over such land.

The area covered by this order includes all national-forest land in that portion of the Carson National Forest described as follows:

Beginning at a point on the boundary common to the National Forest and the Piedra Lumbre Grant in Section 8, T. 24 N., R. 4 E.; thence northerly and northeasterly

along the fenced or rimmed allotment line approximately six and one-half miles to the Forest boundary in Sec. 16, T. 25 N., R. 4 E.; thence along the fenced Forest Boundary approximately one and three-quarter miles east, one mile north, one-half mile east, one mile north, one mile east, one and one-half miles north, one mile west, four miles north to the quarter corner common to Secs. 1 and 2, T. 26 N., R. 4 E.; thence easterly along the fenced allotment line approximately seven miles to a point approximately one-fourth mile north of the section corner common to Sections 35 and 36, T. 27 N., R. 5 E., and Sections 1 and 2, T. 26 N., R. 5 E.; thence south along the fenced allotment line approximately 5½ miles to a point approximately one-fourth mile south of the section corner common to Sections 25, 26, 35 and 36, T. 26 N., R. 5 E.; thence east along the fenced allotment line approximately three and one-fourth miles to a point in the NW¼ of Section 33, T. 26 N., R. 6 E.; thence northwesterly approximately one and one-half miles along the fenced allotment line, thence easterly along the fenced allotment line approximately 7 miles to a point near the northwest corner of Section 21, T. 26 N., R. 7 E., thence southeasterly and southerly along the fenced or rimmed allotment line approximately 8 miles to a point in Section 22, T. 25 N., R. 7 E., on the north line of the Lobato Allotment, thence east, approximately one mile, thence south approximately ten miles along the fenced allotment line, thence west approximately 4½ miles along the fenced allotment line, thence south approximately two miles along the fenced allotment line, thence northwesterly, southwesterly, westerly and southeasterly, along the fenced lines of the Plaza Blanca and Plaza Colorado Grants to a point in Section 17, T. 23 N., R. 6 E., thence on northwesterly along the fenced allotment line to a point near the southwest corner of Section 10, T. 23 N., R. 5 E., thence north approximately 6 miles to a point near the northwest corner of Section 15, T. 24 N., R. 5 E., thence west, southwesterly, and northwesterly along the fenced and rimmed allotment line to the point at beginning, including all of the Canjilon, Mogote, El Rito, and Lobato grazing allotments.

(b) Officers of the United States Forest Service are hereby authorized to dispose of, in the most humane manner, all horses found trespassing or grazing in violation of this order.

(c) Fifteen days' notice of intention to dispose of such horses shall be given by posting notices in public places or advertising in a newspaper of general circulation in the locality in which the Carson National Forest is located.

Done at Washington, D. C., this 20th day of January 1958. Witness my hand and the seal of the Department of Agriculture.

[SEAL]

E. L. PETERSON,
Acting Secretary.

[F. R. Doc. 58-540; Filed, Jan. 22, 1958;
8:51 a. m.]

Office of the Secretary

TEXAS

DESIGNATION OF AREA FOR PRODUCTION
EMERGENCY LOANS

For the purpose of making production emergency loans pursuant to section 2 (a) of Public Law 38, 81st Congress (12 U. S. C. 1148a-2 (a)), as amended, it has been determined that in the following counties in the State of Texas a production disaster has caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

TEXAS

Anderson. Hill.
Archer. Hood.
Atascosa. Hopkins.
Bastrop. Hunt.
Baylor. Jackson.
Bee. Jefferson.
Bosque. Johnson.
Bowie. Karnes.
Brazoria. Kaufman.
Burleson. Lamar.
Caldwell. La Salle.
Calhoun. Lee.
Callahan. Liberty.
Camp. Limestone.
Cass. Live Oak.
Cherokee. McCulloch.
Clay. McLennan.
Coleman. McMullen.
Collin. Matagorda.
Comal. Medina.
Concho. Milam.
Delta. Morris.
Denton. Nacogdoches.
DeWitt. Navarro.
Eastland. Palo Pinto.
Ellis. Panola.
Erath. Parker.
Falls. Polk.
Fannin. Rains.
Fayette. Red River.
Fort Bend. Rusk.
Franklin. Sabine.
Freestone. San Augustine.
Frio. San Saba.
Galveston. Shackelford.
Goliad. Shelby.
Grayson. Somervell.
Guadalupe. Throckmorton.
Hamilton. Titus.
Harris. Tom Green.
Harrison. Travis.
Hays. Trinity.
Henderson. Uvalde.

No. 16—3

TEXAS—Continued

Van Zandt. Williamson.
Victoria. Wilson.
Waller. Wise.
Washington. Wood.
Wharton. Young.
Wichita.

Pursuant to the authority set forth above, production emergency loans will not be made in the above-named counties after December 31, 1958, except to applicants who previously received such assistance and who can qualify under established policies and procedures.

Done at Washington, D. C., this 20th day of January 1958.

[SEAL]

TRUE D. MORSE,
Acting Secretary.

[F. R. Doc. 58-541; Filed, Jan. 22, 1958;
8:51 a. m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

IDAHO

NOTICE OF PROPOSED WITHDRAWAL AND
RESERVATION OF LANDS

JANUARY 16, 1958.

The Bureau of Reclamation has filed an application, Serial No. Idaho 08612, for the withdrawal of the lands described below, from all forms of appropriation under the public land laws and general mining laws, but not the mineral leasing laws. The applicant desires the land for Burns Creek Reservoir site for the Minidoka Project, Idaho.

For a period of thirty days from the date of publication of this notice, persons having cause may present their objections in writing to the undersigned official of the Bureau of Land Management, Department of the Interior, P. O. Box 2237, Boise, Idaho.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

The lands involved in the application are:

BOISE MERIDIAN, IDAHO

T. 2 N., R. 43 E.,
Sec. 21, S $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$.

The above area aggregates 40 acres.

J. R. PENNY,
State Supervisor.

[F. R. Doc. 58-514; Filed, Jan. 22, 1958;
8:45 a. m.]

[Classification No. 95]

NEVADA

SMALL TRACT CLASSIFICATION; AMENDED

Pursuant to the authority delegated to me by Bureau Order No. 541, dated April 21, 1954 (19 F. R. 2473), I hereby revoke Small Tract Classification Order No. 95, dated October 2, 1953, as to the following lands:

MOUNT DIABLO MERIDIAN, NEVADA

T. 21 S., R. 60 E.,
Sec. 9, S $\frac{1}{2}$;
Sec. 14, S $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 15, N $\frac{1}{2}$, SE $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 22, all;
Sec. 23, N $\frac{1}{2}$ NW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, NE $\frac{1}{4}$ NE $\frac{1}{4}$,
SE $\frac{1}{4}$, S $\frac{1}{2}$ N $\frac{1}{2}$ SE $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$,
SW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 24, N $\frac{1}{2}$ S $\frac{1}{2}$ S $\frac{1}{2}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$,
SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 27, N $\frac{1}{2}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$, SW $\frac{1}{4}$ NE $\frac{1}{4}$ NE $\frac{1}{4}$,
NW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$,
SW $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SE $\frac{1}{4}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ SE $\frac{1}{4}$,
NW $\frac{1}{4}$.

Containing 2,220 acres.

A. L. SIMPSON,
Acting State Supervisor.

JANUARY 16, 1958.

[F. R. Doc. 58-515; Filed, Jan. 22, 1958;
8:46 a. m.]

ALASKA

NOTICE OF PROPOSED WITHDRAWAL AND
RESERVATION OF LAND, AMENDED

Notice of the proposed withdrawal and reservation of land for the Department of the Air Force was published in the FEDERAL REGISTER, May 24, 1957, Volume 22, Number 101, Page 3693. The area embraced by this application, which is identified by the Serial Number, Fairbanks 014487, has been enlarged by the addition of the following parcel of land:

GRANITE MOUNTAIN AREA

TRACT "E"

(Water Well Site)

A tract of land located on the Seward Peninsula, Territory of Alaska, more precisely described as follows:

Commencing at U. S. C. & G. S. Monument "Granite" latitude 65°25'32.071" N., longitude 161°14'15.055" W., 1927 N. A. D.; thence South 400 feet; thence West 350 feet; thence S., 29°29' W., 4,700 feet to a point; thence N., 59°51' E., 141 feet, more or less to the Point of Beginning for this description; thence S., 15° W., 200 feet; thence N., 75° W., 200 feet; thence N. 15° E., 200 feet; thence S., 75° E., 200 feet to the Point of Beginning and containing 0.91 acres, more or less.

L. T. MAIN,

Operations Supervisor, Anchorage.

[F. R. Doc. 58-535; Filed, Jan. 22, 1958;
8:50 a. m.]

ALASKA

AIR NAVIGATION SITE WITHDRAWAL NO. 10,
ENLARGED

By virtue of the authority contained in section 4 of the act of May 24, 1928 (45 Stat. 729; 49 U. S. C. 214) and pursuant to section 2.5 of Bureau of Land Management Delegation of Authority, Order No. 541 of April 21, 1954 (19 F. R. 2473), as amended, it is ordered as follows:

1. Subject to valid existing rights, the following described tract is hereby withdrawn from all forms of appropriation under the public land laws, including the mining laws but excepting the mineral leasing laws and reserved for use of the

Civil Aeronautics Administration in the maintenance of air navigation facilities:

NENANA, ALASKA AREA
FAIRBANKS MERIDIAN

T. 4 S., R. 8 W.,

Sec. 1: S $\frac{1}{2}$;

Sec. 12: NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$.

Containing 600 acres.

2. The purpose of this withdrawal is to enlarge ANS Withdrawal No. 267 of April 25, 1951 and ANS Withdrawal No. 10 of July 13, 1954.

3. It is intended that the public land described herein shall be returned to the administration of the Department of the Interior when it is no longer needed for the purpose for which it is reserved.

L. T. MAIN,
Operations Supervisor,
Anchorage.

[F. R. Doc. 58-536; Filed, Jan. 22, 1958;
8:50 a.m.]

ALASKA

AIR NAVIGATION SITE WITHDRAWAL NO. 15

By virtue of the authority contained in section 4 of the act of May 24, 1928 (45 Stat. 729; 49 U. S. C. 214) and pursuant to section 2.5 of Bureau of Land Management Delegation of Authority, Order No. 541 of April 21, 1954 (19 F. R. 2473), as amended, it is ordered as follows:

1. Subject to valid existing rights, the following described tract of unsurveyed land is hereby withdrawn from all forms of appropriation under the public land laws including the mining laws but excepting the mineral leasing laws and reserved for the use of the Civil Aeronautics Administration in the maintenance of air navigation facilities:

NAKNEK (KING SALMON) AREA

Beginning at Corner 13 ANS No. 169, which is the point of beginning, go North 5,500' to a point; thence East 9,000' to a point; thence South 7,650' to a point; thence West 5,200' more or less to a point on the North shore of Naknek River; thence Northwesterly along the bank of said river 4,800' more or less to the point of beginning.

Containing 1,460 acres, more or less.

2. The purpose of this withdrawal is to enlarge ANS Withdrawal No. 169 of October 15, 1941, as amended.

3. It is intended that the public land described herein shall be returned to the administration of the Department of the Interior when it is no longer needed for the purpose for which it is reserved.

L. T. MAIN,
Operations Supervisor, Anchorage.

[F. R. Doc. 58-537; Filed, Jan. 22, 1958;
8:51 a.m.]

[Serial No. Idaho 08423]

IDAHO

ORDER PROVIDING FOR OPENING OF PUBLIC LANDS

JANUARY 17, 1958.

Pursuant to Determination DA 495, Idaho, of the Federal Power Commission

and in accordance with order No. 541, section 2.5 of the Director, Bureau of Land Management, approved April 21, 1954, 19 F. R. 2473-2476, it is ordered as follows:

The lands hereinafter described so far as they are withdrawn and reserved for power purposes, are hereby restored to disposition under the public land laws, subject to the provisions of section 24 of the Federal Power Act of June 10, 1920 (41 Stat. 1075; 16 U. S. C. 818), as amended.

BOISE MERIDIAN, IDAHO

T. 10 S., R. 40 E.,

Sec. 21, SE $\frac{1}{4}$ NW $\frac{1}{4}$.

The lands lie in a deep canyon with most of the area on the steep slopes. The soils are shallow and over much of the area the bedrock is exposed. The lands are unsuitable for agricultural development.

No application for these lands will be allowed under the homestead, desert land, small tract, or any other non-mineral public land law, unless the lands have already been classified as valuable or suitable for such type of application, or shall be so classified upon consideration of an application. Any application that is filed will be considered on its merits. The lands will not be subject to occupancy or disposition until they have been classified.

Any disposition of the lands will be subject to the prior right of the licensee for project Nos. 601 and 765 of the Federal Power Commission and its successors to use portions of the lands for transmission line purposes as provided by the license for the projects.

Any disposition of the lands described herein shall be subject to the stipulation that if and when the land is required, in whole or in part, for power development purposes, any structures or improvements placed thereon which may be found to obstruct or interfere with such development, shall without cost, expense, or delay to the United States, its licensees or permittees, be removed or relocated insofar as may be necessary to eliminate interference with such power development.

The lands described shall be subject to application by the State of Idaho for a period of 90 days from the date of publication of this order in the FEDERAL REGISTER for right-of-way for public highways or as a source of material for construction and maintenance of such highways, in accordance with and subject to the provisions of section 24 of the Federal Power Act, as amended, and the special stipulations provided in the preceding paragraph.

Subject to any existing valid rights and the requirements of applicable law, the lands described above are hereby opened to filing of applications, selections, and locations in accordance with the following:

1. Applications and selections under the nonmineral public land laws may be presented to the Manager mentioned below, beginning on the date of this order. Such applications and selections will be considered as filed on the hour and re-

spective dates shown for the various classes enumerated in the following paragraphs:

a. Applications by persons having prior existing valid settlement rights, preference rights conferred by existing laws, or equitable claims subject to allowance and confirmation will be adjudicated on the facts presented in support of each claim or right. All applications presented by persons other than those referred to in this paragraph will be subject to the applications and claims mentioned in this paragraph.

b. All valid applications under the homestead, desert land, and small tract laws by qualified veterans of World War II or of the Korean Conflict and by others entitled to preference rights under the Act of September 27, 1944 (58 Stat. 747; 43 U. S. C. 279-284, as amended), presented prior to 10 a. m. on February 22, 1958, will be considered as simultaneously filed at that hour. Rights under such preference right applications filed after that hour and before 10 a. m. on May 24, 1958, will be governed by the time of filing.

c. All valid applications and selections under the nonmineral public land laws, other than those coming under paragraphs (a) and (b) above, presented prior to 10 a. m. on May 24, 1958, will be considered as simultaneously filed at that hour. Rights under such applications and selections filed after that hour will be governed by the time of filing.

Persons claiming veteran's preference rights under paragraph 1 (b) above, must enclose with their applications proper evidence of military or naval service; preferably a complete photostatic copy of the certificate of honorable discharge. Persons claiming preference rights based upon valid settlement, statutory preference, or equitable claims must enclose properly corroborated statements in support of their applications, setting forth all facts relevant to their claims. Detailed rules and regulations governing applications which may be filed pursuant to this notice can be found in Title 43 of the Code of Federal Regulations.

Inquiries concerning these lands shall be addressed to the Manager, Land Office, Bureau of Land Management, P. O. Box 2237, Boise, Idaho.

J. R. PENNY,
State Supervisor.

[F. R. Doc. 58-530; Filed, Jan. 22, 1958;
8:49 a.m.]

[1202891]

LOTS IN TOWNSITE OF ST. MARKS, FLORIDA

ORDER FOR SALE AT PUBLIC AUCTION

JANUARY 20, 1958.

1. Under the provisions of secs. 2381 and 2382, U. S. Revised Statutes (43 U. S. C. 712, 713) and the regulations thereunder (43 CFR Part 255) and by authority delegated to me under BLM Order 541, the following lots in the townsite of St. Marks, Wakulla County, Florida, are hereby ordered to be sold at public auction:

2. Legal description and appraised price:

BLOCK 18			BLOCK 29		
Lot	Square feet	Appraisal	Lot	Square Feet	Appraisal
1-----	6,875	\$70.00	4-----	8,750	\$63.00
2-----	6,875	60.00	5-----	8,750	63.00
3-----	6,875	60.00	6-----	8,750	63.00
4-----	6,875	70.00	7-----	8,750	35.00
5-----	6,875	70.00	8-----	8,750	40.00
BLOCK 20			9-----	8,750	40.00
1-----	10,000	\$100.00	10-----	8,750	35.00
2-----	8,750	75.00	11-----	8,750	35.00
3-----	8,750	75.00	12-----	8,750	63.00
4-----	8,750	75.00	13-----	8,750	63.00
5-----	8,750	75.00	14-----	8,750	63.00
6-----	8,750	75.00	15-----	8,750	63.00
7-----	8,750	90.00	16-----	8,750	40.00
8-----	8,750	90.00	BLOCK 30		
9-----	8,750	75.00	1-----	8,750	\$40.00
10-----	8,750	75.00	2-----	8,750	35.00
11-----	8,750	75.00	3-----	8,750	35.00
12-----	8,750	75.00	4-----	8,750	35.00
13-----	8,750	75.00	5-----	8,750	35.00
14-----	10,000	100.00	6-----	8,750	35.00
BLOCK 21			7-----	8,750	63.00
1-----	8,750	\$90.00	8-----	8,750	76.00
2-----	8,750	75.00	9-----	8,750	40.00
3-----	8,750	75.00	10-----	8,750	35.00
4-----	8,750	75.00	11-----	8,750	35.00
5-----	8,750	75.00	12-----	8,750	35.00
6-----	8,750	75.00	13-----	8,750	35.00
7-----	8,750	75.00	14-----	8,750	35.00
8-----	8,556.2	90.00	15-----	8,750	35.00
11-----	8,750	75.00	16-----	8,750	40.00
12-----	8,750	75.00	BLOCK 32		
13-----	8,750	75.00	1-----	8,750	\$40.00
14-----	8,750	75.00	2-----	8,750	35.00
15-----	8,750	75.00	3-----	8,750	35.00
16-----	8,750	75.00	4-----	8,750	35.00
17-----	8,750	90.00	5-----	8,750	35.00
BLOCK 22			6-----	8,750	35.00
1-----	8,875	\$35.00	10-----	8,750	35.00
2-----	15,224.1	63.00	11-----	8,750	35.00
3-----	8,895.3	39.00	12-----	8,750	35.00
4-----	10,430	43.00	13-----	8,750	35.00
5-----	14,230	59.00	14-----	8,750	35.00
BLOCK 25			15-----	8,750	35.00
1-----	8,750	\$90.00	16-----	8,750	40.00
2-----	8,750	75.00	BLOCK 33		
3-----	8,750	75.00	1-----	7,700	\$35.00
4-----	8,750	75.00	2-----	7,700	31.00
5-----	8,750	75.00	3-----	7,700	31.00
8-----	8,750	75.00	4-----	7,700	31.00
9-----	8,750	75.00	5-----	7,700	31.00
10-----	8,750	90.00	6-----	7,700	31.00
BLOCK 26			7-----	7,700	31.00
1-----	8,750	\$90.00	8-----	7,700	35.00
2-----	8,750	75.00	9-----	9,800	45.00
3-----	8,750	75.00	10-----	9,800	39.00
4-----	8,750	75.00	11-----	9,800	39.00
5-----	8,750	75.00	12-----	9,800	39.00
6-----	8,750	75.00	BLOCK 34		
7-----	8,750	75.00	4-----	9,698	\$39.00
8-----	8,750	90.00	5-----	9,800	39.00
9-----	8,750	90.00	6-----	9,800	39.00
10-----	8,750	75.00	7-----	9,800	39.00
11-----	8,750	75.00	8-----	9,800	39.00
12-----	8,750	75.00	9-----	9,800	45.00
13-----	8,750	75.00	BLOCK 35		
14-----	8,750	75.00	1-----	8,750	\$75.00
15-----	8,750	75.00	2-----	8,750	75.00
16-----	8,750	90.00	3-----	8,750	75.00
BLOCK 27			4-----	8,750	90.00
5-----	8,750	\$75.00	5-----	8,750	90.00
6-----	8,750	75.00	6-----	8,750	90.00
7-----	8,750	75.00	7-----	8,750	90.00
8-----	8,750	90.00	8-----	8,750	90.00
9-----	8,750	90.00	9-----	8,750	90.00
10-----	8,750	90.00	10-----	8,750	90.00
11-----	8,750	90.00	11-----	8,750	90.00
12-----	8,750	90.00	12-----	8,750	90.00
13-----	8,750	90.00	13-----	8,750	90.00
14-----	8,750	90.00	14-----	8,750	90.00
15-----	8,750	90.00	15-----	8,750	90.00

chaser and will be required to make full payment immediately to the official conducting the sale. A bidder is not limited as to the number of lots he may purchase.

6. Any lot or lots remaining unsold at the close of the public auction may be purchased by private cash sale at the appraised or reappraised price from the Manager, Bureau of Land Management, P. O. Box 189, Russellville, Arkansas. Such offers may be made by mail.

7. Each purchaser will be required to furnish a statement as to his citizenship or that he has declared his intention to become a citizen. A corporation will be required to file a copy of its articles of incorporation showing that it is organized under the laws of the United States, or of some State, Territory or possession thereof, and that it has been authorized to acquire and hold real estate in the State of Florida.

8. Owners of any improvements existing on any lots sold at this auction must negotiate with the purchasers of the lots as to the status of such improvements. Owners of improvements on lots unsold at the close of the auction will have six months to remove such improvements unless the land is subsequently sold at private sale within the six-month period.

9. Further information will be furnished upon request by the Manager, Bureau of Land Management, P. O. Box 189, Russellville, Arkansas.

10. All persons are warned against forming any combination or agreement which will prevent any lot from selling advantageously or which will, in any way, hinder or embarrass the sale. Any persons so offending will be prosecuted under 18 U. S. C., 1860.

L. T. HOFFMAN,
Supervisor.

[F. R. Doc. 58-542; Filed, Jan. 22, 1958;
8:51 a. m.]

Office of the Secretary

ORDER ENLARGING FORT VANCOUVER
NATIONAL MONUMENT, WASHINGTON

Whereas, pursuant to the act of June 19, 1948 (62 Stat. 532), the Fort Vancouver National Monument, comprising 59.91 acres of federally owned lands in Clark County, Washington, was established by order of the Secretary of the Interior published in the FEDERAL REGISTER of July 9, 1954 (19 F. R. 4204); and

Whereas, the said act of June 19, 1948, authorizes the transfer of administrative jurisdiction over additional federally owned lands to the Secretary of the Interior for purposes of the monument in accordance with the procedure prescribed in section 1 of the act, provided that the total area of the monument as so enlarged shall not exceed ninety acres; and

Whereas, the tracts of federally owned land hereinbelow described, estimated to contain 14.8 acres, have been selected for addition to the monument and the procedure prescribed for the transfer of administrative jurisdiction thereover to the Secretary of the Interior has been complied with: *It is ordered, That:*

3. The above lots will be offered for sale at a public auction to be held by the Eastern States Supervisor, Bureau of Land Management, or his representative, at 10:00 a. m., e. s. t., March 13, 1958, in the House Chamber, State Capitol Building, Tallahassee, Florida.

4. Bids may be made in person, or by agent, only at the designated time and place of sale. No bids by mail can be accepted. The official conducting the sale is hereby authorized to reject any and all bids and to suspend, adjourn or postpone the sale of any lot or lots.

5. No bid will be accepted for less than the appraised price as herein listed for each lot. The highest qualified bidder for each lot will be declared the pur-

1. The Fort Vancouver National Monument is hereby enlarged to include the following described lands:

PARCEL 1

All that certain tract of land lying between the southerly right-of-way line of the City of Vancouver's Kaiser Access Road (Columbia Way) and the Columbia River and situated in Sections 34 and 35, T. 2N., R. 1 E., Willamette Meridian, Clark County, Washington, more particularly described as follows:

Beginning at a point in the westerly line of the Vancouver Barracks Military Reservation, said point being marked by a concrete monument commonly known as "Short" which is also the southeast corner of the Amos M. Short D. L. C. #51, Section 27, T. 2 N., R. 1 E., Willamette Meridian thence S. 77°37'02" E., 362.38 feet, more or less, to the southerly right-of-way line of that certain access road to the Kaiser Co., Inc., Vancouver, Shipyard, which access road was granted the City of Vancouver by Quitclaim deed dated 1 July 1949; thence easterly along said southerly right-of-way line 500 feet, more or less, to the northeasterly corner of the tract of land reserved for use by the U. S. Coast Guard by permit dated July 2, 1940, said point being also the true point of beginning of the tract herein described; thence S. 32°44' W. to a line, being the line of Ordinary High Water of the Government Meander line of the Columbia River, whichever is farther out; thence easterly along said line to its intersection with the easterly boundary line of said Vancouver Barracks Military Reservation; thence N. 22°36' E. to the southerly right-of-way line of said access road; thence westerly along said southerly right-of-way line to the said true point of beginning, containing 6.5 acres, more or less.

PARCEL 2

That portion of Federal property being used as a right-of-way by the Spokane, Portland and Seattle Railway Company, being 100 feet in width and extending 50 feet on each side of the following described centerline:

Beginning at a point lying N. 22°36'00" E., 143.7 feet from the southeast corner of the Vancouver Barracks Military Reservation which is Station RR 90+45.1; thence N. 74°30'00" W., 1,527.6 feet to Station RR 75+17.5, said point being the beginning of a curve to the right; thence along said curve to the right through a central angle of 18°28'00", 1,845 feet to Station RR 56+72.5 which is the point of tangency of said curve; thence N. 56°03'00" W., approximately 260 feet to the west boundary line of the above mentioned Reservation; said tract being situated in Sections 27, 34 and 35, T. 2 N., R. 1 E., Willamette Meridian and containing 8.3 acres, more or less.

2. This order shall be published in the FEDERAL REGISTER.

HATFIELD CHILSON,
Under Secretary of the Interior.

JANUARY 15, 1958.

[F. R. Doc. 58-516; Filed, Jan. 22, 1958; 8:46 a. m.]

DEPARTMENT OF COMMERCE

Federal Maritime Board

MEMBER LINES OF NORTH ATLANTIC
WESTBOUND FREIGHT ASSN.

NOTICE OF AGREEMENT FILED FOR APPROVAL

Notice is hereby given that the following described agreement has been filed with the Board for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733, 46 U. S. C. 814):

Agreement No. 5850-3, between the member lines of the North Atlantic Westbound Freight Association, modifies the basic agreement of that conference (No. 5850, as amended), by deleting the paragraph providing that freight and charges, if prepaid, to be collected in sterling; if payable in the U. S. A., to be collected at the current rate of exchange on New York on the date of the vessel's sailing from the final port of loading in the U. K.

Interested parties may inspect this agreement and obtain copies thereof at the Regulation Office, Federal Maritime Board, Washington, D. C., and may submit, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to the agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: January 17, 1958.

By order of the Federal Maritime Board.

GEO. A. VIEHMANN,
Assistant Secretary.

[F. R. Doc. 58-513; Filed, Jan. 22, 1958; 8:45 a. m.]

ATOMIC ENERGY COMMISSION

[Docket No. F-14]

BATTELLE MEMORIAL INSTITUTE

NOTICE OF ISSUANCE OF FACILITY LICENSE

Please take notice that no requests for formal hearing having been filed following filing of the notice of proposed action with the Federal Register Division the Atomic Energy Commission on January 16, 1958, issued Facility License No. CX-9 to Battelle Memorial Institute authorizing possession of a critical assembly facility at a site near Columbus, Ohio.

Notice of proposed issuance of this license was published in the FEDERAL REGISTER on December 31, 1957, 22 F. R. 11089.

Dated at Germantown, Maryland, this 16th day of January, 1958.

For the Atomic Energy Commission.

H. L. PRICE,
Director,

Division of Licensing and Regulation.

[F. R. Doc. 58-512; Filed, Jan. 22, 1958; 8:45 a. m.]

CIVIL AERONAUTICS BOARD

[Docket No. 6594]

PAN AMERICAN WORLD AIRWAYS, INC.;
ACQUISITION OF LINEAS AEREAS COSTARRICENSES, S. A.

NOTICE OF ORAL ARGUMENT

Notice is hereby given, pursuant to the provisions of the Civil Aeronautics Act of 1938, as amended, that oral argument in the above-entitled proceeding is assigned to be held on February 12, 1958, at 10:00 a. m., e. s. t., in Room 5042, Commerce Building, 14th Street and Constitution Avenue NW., Washington, D. C., before the Board.

Dated at Washington, D. C., January 20, 1958.

[SEAL]

FRANCIS W. BROWN,
Chief Examiner.

[F. R. Doc. 58-539; Filed, Jan. 22, 1958; 8:51 a. m.]

FEDERAL POWER COMMISSION

[Docket No. E-6795]

NIAGARA MOHAWK POWER CORP.

NOTICE OF APPLICATION

JANUARY 17, 1958.

Take notice that on January 9, 1958, an application was filed with the Federal Power Commission pursuant to section 203 of the Federal Power Act by Niagara Mohawk Power Corporation (Niagara Mohawk) seeking an order authorizing the merger into Niagara Mohawk of the Cazenovia Electric Company (Cazenovia). Niagara Mohawk is an electric and gas corporation organized under the laws of the State of New York and purchases, generates, transmits, distributes and/or sells electric energy in 42 counties in upstate New York. The electric transmission system of Niagara Mohawk connects at various points in New York with other electric systems in Massachusetts, New Jersey and Pennsylvania and Canada. Cazenovia is an electric corporation organized under the laws of the State of New York and is unaffiliated with Niagara Mohawk. Cazenovia purchases its power at wholesale from Niagara Mohawk and serves approximately 2200 customers by an electric distribution system in the Village and Town of Cazenovia; and the Towns of Fenner, Lincoln, Nelson and Sullivan in Madison County, New York. Niagara Mohawk under the Agreement of Merger proposes to acquire not less than 95 percent of Cazenovia's common capital stock without par value through the issuance and exchange of Niagara Mohawk common stock without par value. The proposed exchange will be three shares of Niagara Mohawk common stock for each share of Cazenovia common stock pursuant to the terms of a contract dated December 3, 1957, between Niagara Mohawk and Cazenovia. The facilities to be merged include all of the operating facilities of Cazenovia, and its customers will continue to be served by Cazenovia distribution lines at which Niagara Mohawk presently makes delivery. Niagara Mohawk states that the proposed merger is in the public interest in that it will result in lower rates for Cazenovia's customers, will provide more adequate facilities for construction and maintenance of the distribution system, will provide more adequate means to provide required capital for future expansion and development of the system and will afford an integrated electric franchise system in the territory served.

Any person desiring to be heard or to make any protest with reference to said application should, on or before the 6th day of February 1958, file with the Federal Power Commission, Washington 25, D. C., petitions or protests in accordance with the requirements of the Commis-

sion's rules of practice and procedure (18 CFR 1.8 or 1.10). The application is on file and available for public inspection.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-517; Filed, Jan. 22, 1958;
8:46 a.m.]

[Docket No. G-12181 etc.]

SOUTHERN UNION GAS CO. ET AL.

NOTICE OF POSTPONEMENT OF HEARING,
APPLICATIONS, CONSOLIDATION, AND DATE
OF HEARING

JANUARY 17, 1958.

In the matters of Southern Union Gas Company, Docket No. G-12181; Southern Union Gathering Company, Docket No. G-13101; Southern Union Gas Company, Docket No. G-13102; Aztec Oil & Gas Company, Operator, Docket No. G-13103; Pubco Petroleum Corporation, Operator, Docket No. G-13104; Gas Producers Corporation, Operator, Docket No. G-13105; Beaver Lodge Oil Corporation, Operator, Docket No. G-13106; Southern Union Gathering Company, Docket No. G-13879; Aztec Oil & Gas Company, Operator, Docket No. G-13880; Pubco Petroleum Corporation, Operator, Docket No. G-13881; Gas Producers Corporation, Operator, Docket No. G-13882; Greenbrier Oil Company, Operator, Docket No. G-13883; Anderson-Prichard Oil Corporation, Operator, Docket No. G-13884.

Take notice that the hearing now set for February 17, 1958, in Docket Nos. G-12181, G-13101-13106 incl., as published in the FEDERAL REGISTER on December 20, 1957 (22 F. R. 10314-15), is hereby postponed to the date hereinafter stated.

Take further notice that on December 9, 1957, Southern Union Gathering Company filed in Docket No. G-13879 an application pursuant to section 7 (c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the transportation and sale in interstate commerce, subject to the jurisdiction of the Commission, of natural gas produced in the Blanco-Mesaverde Field, San Juan County, New Mexico, to El Paso Natural Gas Company, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Also on December 9, 1957, Aztec Oil & Gas Company, Operator, in Docket No. G-13880, Pubco Petroleum Corporation, Operator, in Docket No. G-13881, Gas Producers Corporation, Operator, in Docket No. G-13882, Greenbrier Oil Company, Operator, in Docket No. G-13883, and Anderson-Prichard Oil Corporation, Operator, in Docket No. G-13884, respectively, filed applications pursuant to section 7 (c) of the Natural Gas Act for certificates of public convenience and necessity authorizing the sale to the Southern Union Gathering Company of the natural gas from wells in the Blanco-Mesaverde Field aforesaid, which is the subject of the application in Docket No. G-13879, all as more fully set forth in the respective applications which are also on file with the Commission and open to public inspection.

These related matters should be heard on a consolidated record and disposed of as promptly as possible under the applicable rules and regulations, and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held on March 10, 1958, at 10:00 a. m., e. s. t., in a Hearing Room of the Federal Power Commission, 441 G Street, NW., Washington, D. C., concerning the matters involved in and the issues presented by these applications.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before February 10, 1958.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-518; Filed, Jan. 22, 1958;
8:46 a.m.]

[Docket No. G-14253]

SHARPLES OIL CORP.

ORDER FOR HEARING AND SUSPENDING
PROPOSED CHANGE IN RATE

JANUARY 17, 1958.

The Sharples Oil Corporation (Respondent), on December 19, 1957, tendered for filing a proposed change in its presently effective rate schedule for the sale of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of change, undated.
Purchaser: El Paso Natural Gas Company.
Rate schedule designation: Supplement No. 2 to Respondent's FPC Gas Rate Schedule No. 6.
Effective date: January 19, 1958 (effective date is the first day after the expiration of the required thirty days' notice).

In support of the proposed periodic rate increase, Respondent states that the increase is provided in the contract which was negotiated at arm's length and that at the time of the execution of the contract dated January 1, 1954, a higher price would have been negotiated in lieu of the escalation provisions if the Commission's assertion of jurisdiction over independent producers could have been anticipated. Respondent further states that the increase provisions of the contract are necessary to reimburse Respondent for the increasing costs of doing business and to insure it of increased revenues necessary to offset increased costs of exploration and development.

The increased rate and charge so proposed has not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to

aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed change, and that said supplement to Respondent's rate schedule, described and designated in the first paragraph hereof, be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in said supplement to Respondent's rate schedule.

(B) Pending such hearing and decision thereon, said supplement be and it is hereby suspended and the use thereof deferred for a period of five months from and after the "effective date" set forth in the first paragraph hereof, and until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

By the Commission (Commissioners Digby and Kline dissenting).

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F. R. Doc. 58-521; Filed, Jan. 22, 1958;
8:47 a.m.]

[Docket No. G-14259]

BEL OIL CORP.

ORDER FOR HEARING AND SUSPENDING
PROPOSED CHANGE IN RATE

JANUARY 17, 1958.

Bel Oil Corporation (Bel Oil) on December 20, 1957, tendered for filing a proposed change in its presently effective rate schedule for the sale of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of change, undated.
Purchaser: Trunkline Gas Company.
Rate schedule designation: Supplement No. 2 to Bel Oil's FPC Gas Rate Schedule No. 4.

Effective date: January 20, 1958 (effective date is the first day after expiration of the required thirty days' notice).

In support of its proposed rate increase, Bel Oil states that its contract resulted from arm's-length bargaining and tites the periodic increase provisions contained therein.

The increased rate and charge so proposed has not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed change, and that the above-mentioned supplement be suspended and the use thereof deferred as hereinafter ordered. The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge contained in the above-mentioned supplement.

(B) Pending such hearing and decision thereon, said supplement be and it is hereby suspended and the use thereof deferred until June 20, 1958, and until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of, or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

By the Commission (Commissioners Digby and Kline dissenting).

[SEAL] JOSEPH H. GUTRIE,
Secretary.

[F. R. Doc. 58-520; Filed, Jan. 22, 1958;
8:47 a. m.]

[Docket No. G-14258]

PHILLIPS PETROLEUM Co.

ORDER FOR HEARING AND SUSPENDING
PROPOSED CHANGE IN RATE

JANUARY 17, 1958.

Phillips Petroleum Company (Phillips) on December 18, 1957, tendered for filing a proposed change in its presently effective rate schedule¹ for the sale of natural gas subject to the jurisdiction of the Commission. The proposed change, which constitutes an increased rate and charge, is contained in the following designated filing:

Description: Notice of change, dated December 18, 1957.

Purchaser: Natural Gas Pipe Line Company of America.

Rate schedule designation: Supplement No. 4 to Phillips' FPC Gas Rate Schedule No. 257.

¹ Present rate previously suspended and is in effect subject to possible refund in Docket No. G-11723.

Effective date: January 23, 1958 (effective date is the effective date proposed by Phillips).

In support of its proposed periodic rate increase, Phillips states that the increased rate was negotiated at arm's length and is below the field price in the area; that other buyers are offering initial prices in the area in excess of such increased price; that the increased price is necessary for it to recover increasing costs. No cost support data was, however, submitted by Phillips.

The increased rate and charge so proposed has not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed change, and that the above-designated supplement be suspended and the use thereof deferred as hereinafter ordered. The Commission orders:

(A) Pursuant to the provisions of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of the proposed increased rate and charge.

(B) Pending such hearing and decision thereon, said supplement is hereby suspended and the use thereof deferred until June 23, 1958, and until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(D) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

By the Commission (Commissioners Digby and Kline dissenting).

[SEAL] JOSEPH H. GUTRIE,
Secretary.

[F. R. Doc. 58-521; Filed, Jan. 22, 1958;
8:47 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-2115]

BELLANCA CORP.

ORDER SUMMARILY SUSPENDING TRADING

JANUARY 17, 1958.

In the matter of trading on the American Stock Exchange in the \$1.00 par value Capital Stock of Bellanca Corporation, File No. 1-2115.

I. The \$1.00 par value Capital Stock of Bellanca Corporation is listed and reg-

istered on the American Stock Exchange, a national securities exchange; and

II. The Commission on April 24, 1957, issued its order and notice of hearing under section 19 (a) (2) of the Securities Exchange Act of 1934 (hereinafter called "the act") to determine at a hearing beginning July 10, 1957, whether it is necessary or appropriate for the protection of investors to suspend for a period not exceeding twelve months, or to withdraw, the registration of the capital stock of Bellanca Corporation (hereinafter called "registrant") on the American Stock Exchange for failure to comply with section 13 of the act and the rules and regulations adopted thereunder, and for failure to comply with the disclosure requirements of Regulation X-14 adopted pursuant to section 14 (a) of the act.

On January 9, 1958 the Commission issued its order summarily suspending trading of said securities on the exchange pursuant to section 19 (a) (4) of the act for the reasons set forth in said order to prevent fraudulent, deceptive or manipulative acts or practices for a period of ten days ending January 19, 1958.

III. The Commission being of the opinion that the public interest requires the summary suspension of trading in such security on the American Stock Exchange and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion that such suspension is necessary in order to prevent fraudulent, deceptive, or manipulative acts or practices, with the result that it will be unlawful under section 15 (c) (2) of the Securities Exchange Act of 1934 and the Commission's Rule X-15C2-2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of, such security otherwise than on a national securities exchange,

It is ordered, Pursuant to section 19 (a) (4) of the Securities Exchange Act of 1934, that trading in said securities on the American Stock Exchange be summarily suspended in order to prevent fraudulent, deceptive, or manipulative acts or practices for a period of ten (10) days, January 20 to 29, 1958, inclusive.

By the Commission.

[SEAL] ORVAL L. DuBois,
Secretary.

[F. R. Doc. 58-526; Filed, Jan. 22, 1958;
8:48 a. m.]

[File No. 24SF-2410]

SALESOLGY, INC.

ORDER TEMPORARILY SUSPENDING EXEMPTION, STATEMENT OF REASONS THEREFOR, AND NOTICE OF OPPORTUNITY FOR HEARING

JANUARY 16, 1958.

I. Salesology, Inc., an Arizona corporation, filed with the Commission on

TARIFF COMMISSION

PROPOSED REVISED AND CONSOLIDATED
TARIFF SCHEDULES
OPENING OF HEARINGS

May 13, 1957, a Notification and Offering Circular relative to a proposed offering of 2,500 shares at \$10 per share, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3 (b) thereof and Regulation A promulgated thereunder.

II. The Commission has reasonable grounds to believe that:

A. The terms and conditions of Regulation A have not been complied with in that:

1. The notification fails to disclose the name of the issuer's affiliate as is required by Form 1-A under Rule 255.

2. The notification and offering circular are inconsistent with respect to the number of shares held by the issuer's president.

B. The offering circular contains untrue statements of material facts, fails to reflect material changes which have occurred in the affairs of the corporation, and omits to state material facts necessary in order to make the statements made in the light of the circumstances under which they are made not misleading, particularly with respect to:

1. The statement concerning the number of shares of stock outstanding when compared to the statement of cash receipts for stock sold.

2. The failure to disclose the amount to be received by the issuer's president under his contract for the purchase and sale of phonographic records.

3. The failure to disclose that Robert Kelso is no longer secretary and a director of the issuer.

III. *It is ordered*, Pursuant to Rule 261 of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given to Salesology, Inc. and to any person having any interest in the matter that this order has been entered, that the Commission upon receipt of a written request within thirty days after entry of this order will, within twenty days after the receipt of such request, set the matter down for hearing at a place to be designated by the Commission for the purpose of determining whether to vacate the order or to enter an order permanently suspending the exemption without prejudice, however, to the consideration and presentation of additional matters at the hearing, that if no hearing is requested and none is ordered by the Commission, the order shall become permanent on the thirtieth day after its entry and shall remain in effect unless or until it is modified or vacated by the Commission, and that notice of the time and place for any hearing will promptly be given by the Commission.

By the Commission.

[SEAL]

ORVAL L. DuBois,
Secretary.

[F. R. Doc. 58-527; Filed, Jan. 22, 1958;
8:48 a. m.]

Under section 101 (b), Title 1, Customs Simplification Act of 1954, as amended, and section 332 of the Tariff Act of 1930.

The United States Tariff Commission hereby gives notice that on March 4, 1958, public hearings will open on the proposed revised and consolidated tariff schedules which are being prepared by the Commission pursuant to Title I of the Customs Simplification Act of 1954, as amended (Public Law 768, 83d Congress; Public Law 934, 84th Congress). These hearings will be principally for the purpose of receiving information and views regarding the probable effect upon domestic industries concerned of the incidental changes in rates of duty which are involved in the draft schedules.

It is contemplated that the new schedules will be comprised of 8 schedules and an appendix. The hearings will begin on March 4 with consideration of the draft proposed Schedule 1 entitled "Animal and Vegetable Products" which has been completed and is being released today.

A. *Purposes of Commission's study.* Title I of the Customs Simplification Act of 1954, as amended, directs the Tariff Commission to make a comprehensive study of the laws of the United States prescribing the tariff status of imported articles and to submit to the President and to the Chairman of the Ways and Means Committee of the House of Representatives and the Finance Committee of the Senate a revision and consolidation of these laws which, in the judgment of the Commission, will to the extent practicable—

(1) Establish schedules of tariff classifications which will be logical in arrangement and terminology and adapted to the changes which have occurred since 1930 in the character and importance of articles produced in and imported into the United States and in the markets in which they are sold.

(2) Eliminate anomalies and illogical results in the classification of articles.

(3) Simplify the determination and application of tariff classifications.

B. *Inspection of proposed new schedules and related documents.* As each of the schedules is completed and released, copies thereof will be made available for public inspection at the offices of the Commission in Washington, D. C., and New York, N. Y.; at all field offices of the Department of Commerce, and at the offices of collectors of customs and appraisers of merchandise at all headquarters ports of entry in the United States. Set forth below is a list of the locations of these offices. The Commission will also send copies of each schedule to trade and other commercial associations whose members are known by the Commission to be interested.

At each place where the schedules will be on file for public inspection, the following documents will also be available to assist interested parties:

1. A comprehensive outline of the proposed new tariff schedules.

2. A table which identifies the existing provisions of the Tariff Act of 1930, as amended and modified, and other statutes dealing with the tariff treatment of imported articles, from which each of the items on the proposed new schedules are derived.

The supply of the above-mentioned documents is necessarily limited and interested parties are urged to refrain from requesting personal copies of these documents and to utilize, wherever practicable, the copies on file in the aforementioned offices and associations. However, if these copies are not readily accessible to an interested party, appropriate excerpts will be furnished upon receipt of a request therefor, specifically identifying the particular product of interest.

C. *Written statements and public hearings.* Information and views may be submitted either in writing or by oral testimony at the public hearings, or both. In order to permit, within the limited time and resources available, all interested parties to present information and views on the proposed schedules in an orderly manner and with the least possible inconvenience to all concerned, the Commission has established the following procedure for submission of written statements and the conduct of hearings:

1. *Written statements in lieu of appearance at hearings.* Interested parties are urged to present information and views in writing in lieu of appearances at the hearing. Such statements will be given the same consideration as oral testimony. Fifteen copies of written statements must be submitted. Each such statement should be submitted as early as possible, and, in order to assure due consideration, must be submitted not later than 15 days following the beginning of the hearings on the schedule to which the statement relates.

2. *Scope of written statements and oral testimony.* Written statements and oral testimony must be limited to matters pertinent to the accomplishment of the purposes of this study. Submissions aimed primarily at seeking increases or reductions in existing tariff rates are not relevant and will not be entertained by the Commission.

Each new schedule is organized into a number of "Parts" which constitute the basic divisional units of the schedules. Interested parties are urged to make their oral or written comments follow the order and arrangement of the provisions within each schedule and to clearly identify the provision involved by citation of the "Part", "Subpart", "Headnote", or "Item".

3. *Appearances at public hearings.* The following information and instructions should be carefully noted by any interested party intending to appear at the public hearings:

a. *Request to appear* at the hearings on schedule 1 must be filed in writing with the Secretary of the Commission not later than February 21, 1958. Any such request must include:

(1) The Part, Subpart, Headnote, or Item on which testimony will be pre-

sented, together with a description of the article or articles to which the testimony will relate.

(2) The name and represented organization of any witness or witnesses who will testify, and the name, address, telephone number, and organization of the person filing the request.

(3) A brief indication of the position to be taken concerning any incidental changes in rates of duty which may be involved.

(4) A careful estimate of the time desired for presentation of oral testimony by all witnesses for whom the request is filed.

NOTE: The Commission reserves the right to set the time within which a witness must complete his statement. In this connection, experience in previous extensive hearings shows that, in most cases, essential information can be effectively presented orally in a period of from 15 to 30 minutes. Because of the limited time available, parties desiring an allowance of time in excess of such an amount should set forth the special circumstances which they believe support a grant of additional time. Witnesses may supplement oral testimony with written statements of any length.

b. The Secretary of the Commission should be promptly notified of any changes in a request for appearance as originally filed.

c. It is suggested that parties who have a common interest in one or more of the provisions of the schedules endeavor to arrange a consolidated presentation of information and views.

4. *Time and conduct of hearings.*
a. The public hearings on Schedule 1 of the proposed revised tariff schedules will begin at 10:00 a. m. on Tuesday, the 4th day of March 1958, in the Hearing Room of the Tariff Commission Building, 8th and E Streets NW., Washington, D. C. The hearings will be held each day from 10:00 a. m. to 12:30 and 2:00 to 5:00 p. m.

b. Parties who have properly entered an appearance by February 21, 1958, as indicated under paragraph 3, above, will be individually notified of the date on which they are scheduled to appear. Such notice will be sent as soon as possible after February 21, 1958 (the closing date for requests to appear). Any person who fails to receive such notification by February 27, 1958, should immediately communicate with the office of the Secretary of the Commission.

c. Questioning of witnesses will be limited to members of the Commission and of the Commission's staff.

5. *Communications to be addressed to Secretary.* All communications regarding these public hearings, including requests to appear at these hearings, should be addressed to the Secretary, United States Tariff Commission, Washington 25, D. C.

D. *Publication of remaining proposed new tariff schedules.* From time to time the remaining proposed tariff schedules will be released and public hearings thereon scheduled as and when they are completed. Appropriate supplementary

public notices regarding scheduling of hearings will be issued.

Issued January 17, 1958.

By order of the Commission.

[SEAL]

DONN N. BENT,
Secretary.

REVISED TARIFF SCHEDULES

Location of Bureau of Customs and Department of Commerce field offices at which copies of the Tariff Commission's proposed Revised Tariff Schedule may be inspected:

Bureau of Customs

Baltimore, Md.	Mobile, Ala.
Boston, Mass.	New Orleans, La.
Bridgeport, Conn.	New York, N. Y.
Buffalo, N. Y.	Nogales, Ariz.
Charleston, S. C.	Norfolk, Va.
Chicago, Ill.	Ogdenburg, N. Y.
Cleveland, Ohio.	Pembina, N. Dak.
Columbus, N. Mex.	Philadelphia, Pa.
Denver, Colo.	Pittsburgh, Pa.
Detroit, Mich.	Port Arthur, Ontario.
Duluth, Minn.	Portland, Maine.
El Paso, Tex.	Portland, Ore.
Galveston, Tex.	Providence, R. I.
Great Falls, Mont.	Rochester, N. Y.
Honolulu, T. H.	Rouses Point, N. Y.
Houston, Tex.	San Diego, Calif.
Indianapolis, Ind.	San Francisco, Calif.
Juneau, Alaska.	San Juan, P. R.
Laredo, Tex.	Savannah, Ga.
Los Angeles, Calif.	Seattle, Wash.
Louisville, Ky.	St. Albans, Vt.
Memphis, Tenn.	St. Louis, Mo.
Miami, Fla.	St. Thomas, V. I.
Milwaukee, Wis.	Tampa, Fla.
Minneapolis, Minn.	Wilmington, N. C.

Department of Commerce

Albuquerque, N. Mex.	Memphis, Tenn.
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[F. R. Doc. 58-529; Filed, Jan. 22, 1958;
8:49 a. m.]

INTERSTATE COMMERCE COMMISSION

[Notice 2]

CONVERSION PROCEEDINGS

JANUARY 17, 1958.

The following proceedings are governed by the Interstate Commerce Commission's Special Rules of Practice, published in the FEDERAL REGISTER on November 13, 1957, Volume 22, FEDERAL REGISTER, page 9015, concerning notice of proceedings instituted upon the Commission's own initiative, under section 212 (c) of the Interstate Commerce Act, for the revocation of motor contract carrier authority issued on or before August 22, 1957, and the issuance in lieu thereof of a certificate of public convenience and necessity (49 CFR 1.242).

Protests by respondent or other interested persons against the issuance of a certificate in lieu of contract carrier authority may be filed with the Commission within 30 days after the date notice of the proceedings is published in the FEDERAL REGISTER. If oral hearing is desired the protest must so indicate.

The authority set out in the pertinent permit or permits in connection with which a proceeding has been instituted, has, in most instances, been summarized.

MOTOR CARRIERS OF PROPERTY

No. MC 105 (Sub No. 2), INSTITUTED ON January 3, 1958. Respondent: LEROY E. FOWLER, FIRST NATIONAL BANK OF ELKHART, ADMINISTRATOR, 301 South Main Street, Elkhart, Ind. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 105, dated November 25, 1947. *Candy, towels, motion picture film, and materials, supplies and equipment* used in connection with such film, over a regular route, between Goshen, Ind., and Chicago, Ill., service is authorized to and from the intermediate points of Michigan City, La Porte, South Bend, Mishawaka, and Elkhart, Ind.; and the off-route points of Chesterton, and Valparaiso, Ind.

No. MC 210 (Sub No. 3) INSTITUTED ON January 3, 1958. Respondent: ERVIN G. FRAEMBS, doing business as ROTH TRUCK SERVICE, 1202 Swanwick, Chester, Ill. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 210, dated August 30, 1949. *Packing house products, and such merchandise*, as is dealt in by bakeries, over irregular routes, subject to a "Keystone" restriction, between St. Louis, Mo., on the one hand, and, on the other, points in Saint Clair, Monroe, Randolph, Jackson, and Perry Counties, Ill.

No. MC 210 (Sub No. 2), dated October 17, 1949.

Empty containers used in the transportation of such merchandise as is dealt in by bakeries, over irregular routes, between St. Louis, Mo., on the one hand, and, on the other, points in St. Clair, Monroe, Randolph, Jackson, and Perry Counties, Ill.

No. MC 1351 (Sub No. 6), INSTITUTED ON January 3, 1958. Respondent: MORRIS HASKELL, doing business as M. HASKELL, South Main Street,

Palmer, Mass. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 1351, dated March 7, 1942.

Paper board, over irregular routes, from Bogota, N. J., to Bridgeport, Conn., Pawtucket, R. I., Chicopee, Springfield, and Boston, Mass., and points within 5 miles of Boston.

Paper, waste paper and paper products between Palmer and Thorndike, Mass., and Versailles and Montville, Conn., on the one hand, and, on the other, Mount Vernon, Beacon, and New York, N. Y., Harrison, Bloomfield, Bogota, Paterson, Ridgefield Park, Newark, Passaic, Delawanna, and New Brunswick, N. J., and points in Massachusetts and Connecticut and those in Rhode Island within 15 miles of Providence, including Providence.

No. MC 1351 Sub 1, dated March 7, 1942.

Paper board, over irregular routes, from Bogota, N. J., to points in Connecticut, Rhode Island, and Massachusetts, except Bridgeport, Conn., Pawtucket, R. I., Chicopee, Springfield, and Boston, Mass., and those within 5 miles of Boston; from Newburgh, N. Y., to points in Connecticut, Rhode Island, and Massachusetts; from Versailles and Montville, Conn., to East Jaffrey, N. H., and points in New York and New Jersey within 20 miles of New York, N. Y., except Mount Vernon and Beacon, N. Y., and Harrison, Bloomfield, Bogota, Paterson, Ridgefield Park, Newark, Passaic, Delawanna, and New Brunswick, N. J.; and from Ridgefield and Ridgefield Park, N. J., to Springfield, Mass.

No. MC 1351 Sub 2, dated April 22, 1942.

Paper skids and empty paper cores, over irregular routes, from points in Connecticut, Massachusetts, and Rhode Island to Bogota, N. J., and Newburgh, N. Y.; from East Jaffrey, N. H., points in Massachusetts, those in New York and New Jersey within 20 miles of New York, N. Y., including New York, N. Y., and those in Rhode Island within 15 miles of Providence, R. I., including Providence, to Montville and Versailles, Conn.; from Beacon, Mt. Vernon, and New York, N. Y., Bloomfield, Bogota, Delawanna, Harrison, Newark, New Brunswick, Passaic, Paterson, and Ridgefield Park, N. J., points in Connecticut, and those in Rhode Island within 15 miles of Providence, including Providence, to Palmer and Thorndike, Mass.

No. MC 1351 Sub 3, dated June 14, 1944.

Paperboard or pulpboard, over irregular routes, from Ridgefield and Ridgefield Park, N. J., to Chicopee, Mass.

No. MC 1351 Sub 4, dated October 31, 1944.

Paper board, over irregular routes, from Rossman, N. Y., to points in Connecticut, Massachusetts, and Rhode Island, and *paper skids, paper cores (empty) and waste paper*, on return.

Paper boxes, knocked down, from Palmer, Mass., to points in New Jersey within 20 miles of New York, N. Y., except Harrison, Bloomfield, Bogota, Paterson, Ridgefield Park, Newark, Passaic, Delawanna, and New Brunswick, N. J., and Beacon and Mt. Vernon, N. Y.

No. MC 1425 (Sub No. 16) INSTITUTED ON January 3, 1958. Respondent: OVERLAND FREIGHT LINES, INC., 2612 West Morris Street, Indianapolis, Ind. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 1425, dated August 22, 1952.

Lead, in truckloads, over regular routes, between Indianapolis, Ind., and Louisville, Ky., and Cincinnati, Ohio.

Scrap metals, in truckloads, over regular routes, from Louisville and Cincinnati, Ohio, to Indianapolis, Ind., serving no intermediate points, but serving the off-route point of Madisonville, Ohio, restricted to delivery only.

Fertilizer, from Lockland, Ohio, to points in Indiana, over specified regular routes, and thence over irregular routes to points in Boone, Hendricks, Marion, Miami, Morgan, Monroe, and Johnson Counties, Ind.

Sugar, over regular routes, from Fremont and Findlay, Ohio, and Danville and Paris, Ill., to points in Indiana, and return over the same route.

Paper and paper products, between Lafayette and Crawfordville, Ind., and points in Ohio, serving the intermediate point of Indianapolis, Ind.

Irregular routes: *Glass containers, stoppers, and caps, and knocked-down paper cartons and parts thereof*, from Indianapolis, Ind., to points in Ohio, those in Michigan on and south of Michigan Highway 21, those in Illinois on and north of U. S. Highway 50 and Louisville, Covington, Owensboro, and Maysville, Ky.; and *rejected or damaged shipments of above-specified commodities* on return.

Glass containers, stoppers, and caps, from Zanesville, Ohio, to Indianapolis, Ind.; and *rejected or damaged shipments of above-specified commodities*, on return.

Stoppers, caps, lids, labels, knocked-down paper cartons, and glass containers, in straight or mixed truckloads of 15,000 pounds or more, from Indianapolis, Ind., to points in that part of Illinois south of U. S. Highway 50, and *rejected shipments of the above-specified commodities*, on return.

Glass containers, stoppers, caps, lids, labels, and paper cartons, knocked-down, from Muncie, Ind., to Louisville, Covington, Owensboro, Maysville, and Henderson, Ky., points in Ohio, and those in that part of Michigan on and south of Michigan Highway 21.

Cullet, from Chicago, Ill., to Indianapolis, Ind.

Reclaimed lead, from Louisville, Ky., to Indianapolis, Ind.

Scrap metals, from Louisville, Ky., to Chicago and Chicago Heights, Ill., and Whiting, Ind. From Indianapolis, Ind., to points in Illinois in the Chicago, Ill., Commercial Zone as defined by the Commission.

Chemicals, from Barberton, Ohio, to Indianapolis, Ind.

Soda ash, from Wyandote, Mich., to Indianapolis, Ind.

Loose brass borings, from Mooresville, Ind., to points in Illinois in the Chicago, Ill., Commercial Zone as defined by the Commission.

Cheese, in truckloads, from points in Illinois to Pittsburgh, Pa., Wheeling, W. Va., and points in Ohio.

Fertilizer, from Indianapolis, Ind., to points in that part of Illinois bounded by a line beginning at the Indiana-Illinois State line and extending in a westerly direction along Illinois Highway 15 to junction U. S. Highway 51, thence in a northerly direction along U. S. Highway 51 to Bloomington, Ill., thence in an easterly direction along Illinois Highway 9 to the Illinois-Indiana State line, and thence in a southerly direction along the Illinois-Indiana State line to point of origin.

Feeds, from Chicago, Ill., to points in Boone, Hendricks, Marion, Miami, Morgan, Monroe, and Johnson Counties, Ind.

Canned goods, from Morgantown, Ind., to Chicago, Ill.

Sugar, from Chicago, Ill., and Louisville, Ky., to points in Indiana. From Terre Haute, Ind., to points in that part of Illinois bounded by a line beginning at the Indiana-Illinois State line, and extending in a westerly direction along Illinois Highway 9 to junction Illinois Highway 1, thence along Illinois Highway 1 to Marshall, Ill., thence in a westerly direction along U. S. Highway 40 to Greenup, Ill., thence in a southerly direction along Illinois Highway 130 to Albion, Ill., thence in an easterly direction along Illinois Highway 15 to the Illinois-Indiana State line, and thence in a northerly direction along the Illinois-Indiana State line to point of beginning, including points on the indicated portions of the highways specified.

Pulpboard, from Quincy, Ill., to Mooresville, Ind.

Containers, manufactured from paper or paper products, from Mooresville, Ind., to Louisville, Ky., and points in Ohio and Illinois.

Butter, in truckloads, between Indianapolis, Ind., and Chicago, Ill. Between Fort Wayne, Ind., and St. Louis, Mo.

No. MC 1425 (Sub 14), dated December 15, 1955.

Pallets, platforms, and skids, from points in Ohio, Illinois, that part of Michigan on and south of Michigan Highway 21, and St. Louis County, Mo., and Louisville, Covington, Owensboro, and Maysville, Ky., to Indianapolis, Ind.

Glass containers, stoppers, and caps and knocked-down paper cartons and parts thereof, from Indianapolis, Ind., to points in St. Louis County, Mo.

No. MC 2310 (Sub No. 1), INSTITUTED ON January 3, 1958. Respondent: GARY WAREHOUSE COMPANY,

INC., 10th and Massachusetts Street, Gary, Ind. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 2310, dated November 25, 1956.

Such merchandise as is dealt in by wholesale, retail, and chain grocery and food business houses, and, in connection therewith, *equipment, materials, and supplies* used in the conduct of such business, over irregular routes, between points within the territory bounded by a line beginning at Winthrop Harbor, Ill., and extending west to South Beloit, Ill., thence in a southwesterly direction to Freeport, Ill., thence south to Galesburg, Ill., thence in a southeasterly direction to Decatur, Ill., thence east through Indianapolis, Ind., to Richmond, Ind., thence in a northerly direction through Angola, Ind., to Jackson, Mich., thence north to Lansing, Mich., thence in a northwesterly direction to Muskegon, Mich., thence in a southwesterly direction along the shore of Lake Michigan to Chicago, Ill., and thence north to Winthrop Harbor, including the points named.

No. MC 2771 (Sub No. 2), INSTITUTED ON January 3, 1958. Respondent: HARRY HOFER, doing business as HOFER MOTOR TRANSPORTATION CO., 3880 Secor Road, Toledo, Ohio. Respondent's attorney: Arthur R. Cline, 420 Security Building, Toledo 4, Ohio. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 2771, dated July 24, 1943.

Railroad car heaters, over irregular routes, from Detroit, Mich., and Cleveland, Ohio, to Chicago, Ill.

And under such contracts and agreements with persons (as defined in section 203 (a) of the Interstate Commerce Act) who operate food manufacturing establishments, the business of which is the processing, manufacture, and sale of food products and dairy products and by-products:

Advertising matter and display equipment, from Cleveland, Ohio, to Chicago, Ill.

Empty food and dairy products containers, from Cleveland, and Bay Village, Ohio, to Chicago, Ill.

Advertising matter and empty containers for food and dairy products, from Detroit, Mich., and Toledo, Ohio, to Chicago, Ill., and points in Indiana.

Dairy products, between Detroit, Mich., and Toledo, Ohio.

Food products, dairy products and by-products, and such material, supplies, and

equipment as are incidental to the production, packing, and sale of food products and dairy products and by-products, from Chicago, Freeport, Joliet, and Marshall, Ill., and points in Indiana, to points in that part of Michigan south of Michigan Highway 21, and those in that part of Ohio within the territory bounded by a line beginning at the Ohio-Indiana State line and extending along U. S. Highway 36 to Delaware, Ohio, thence along U. S. Highway 42 to Cleveland, Ohio, thence along the shore of Lake Erie to the Ohio-Michigan State line, thence along the Ohio-Michigan State line to the Ohio-Indiana State line, thence south along the Ohio-Indiana State line to the point of beginning, including points on the indicated portions of the highways specified; and

Food products and dairy products, from points in the above-described Michigan and Ohio territories, to Chicago, Freeport, Joliet, and Marshall, Ill., and points in Indiana.

No. MC 2771 (Sub No. 1), dated May 30, 1942.

Dairy products, over irregular routes, from Columbus, and Cleveland, Ohio, to points in Indiana; and

Dairy products, mayonnaise, and mayonnaise products, from points in Indiana to Columbus and Cleveland, Ohio.

No. MC 3576 (Sub No. 1), INSTITUTED ON JANUARY 3, 1958. Respondent: P. J. HAMILL TRANSFER CO., 900 Virginia Avenue, St. Louis 3, Mo. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 3576, dated December 6, 1943.

General commodities, except commodities of unusual value, and except dangerous explosives, livestock, liquors, household goods as defined by the Commission, and commodities in bulk, limited to a service wherein motor vehicles, accompanied by drivers employed by said carrier and who operate such vehicles, are assigned to shippers under continuing contracts, for the exclusive use of such shippers in transporting such shippers' property, over irregular routes, between points in the St. Louis, Mo.-East St. Louis, Ill., Commercial Zone, as defined by the Commission, on the one hand, and, on the other, points in Illinois within 25 miles of the St. Louis, Mo.-East St. Louis, Ill., Commercial Zone.

Iron and steel articles, from Granite City, Ill., to points in St. Louis County, Mo.

NOTE: Respondent is authorized to conduct *common carrier* operations by virtue of Certificate No. MC 3572, dated November 26, 1943.

No. MC 3582 (Sub No. 2), INSTITUTED ON January 2, 1958. Respondent: CARDINALE TRUCKING CORP., Mt. Pleasant Avenue, Whippany, N. J. Respondent's attorney: Bernard F. Flynn,

Jr., 1060 Broad Street, Newark 2, N. J. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 3582, dated October 22, 1943.

Rags, skids, paper and paper products, machinery, materials and supplies used in the manufacture of paper and paper products, over irregular routes, between points in New York, N. Y., and that part of New Jersey bounded by a line beginning at the George Washington Bridge and extending along New Jersey Highway 4 to the Saddle River, thence along the east bank of the Saddle River to the Passaic River, thence along the east bank of the Passaic River to Harrison, N. J., thence along New Jersey Highway 10 to junction New Jersey Highway 21, thence along New Jersey Highway 21 to its junction with U. S. Highway 1, thence along U. S. Highway 1 to junction New Jersey Highway 28, thence along New Jersey Highway 28 to the Goethals Bridge, thence north along the New Jersey state line to the George Washington Bridge; between Whippany, N. J., on the one hand, and, on the other, New York, N. Y., and points in the above-specified portion of New Jersey; between Whippany, N. J., New York, N. Y., and the above-specified portion of New Jersey on the one hand, and, on the other, Baltimore, Md., and points in Massachusetts, Rhode Island, Connecticut, those in that part of New York on, south and east of a line beginning at Granville, N. Y., and extending along New York Highway 149 to Hartford, N. Y., thence along New York Highway 196 through South Hartford to Hudson Falls, N. Y., thence along New York Highway 32B to Glens Falls, N. Y., thence along U. S. Highway 9 to Saratoga Springs, N. Y., thence along New York Highway 50 to Ballston Spa, N. Y., thence along New York Highway 67 to Amsterdam, N. Y., thence along New York Highway 30 to East Branch, N. Y., thence along New York Highway 17 to Hancock, N. Y., those in that part of New Jersey not included in the above-described portion of New Jersey on, north and west of a line beginning at Raritan Bay and extending along the north bank of Raritan River to New Jersey Highway 25, and thence along New Jersey Highway 25 to Camden, N. J., those in that part of Pennsylvania on, south and east of a line beginning at the Delaware River opposite Hancock, N. Y., and extending along Pennsylvania Highway 570 to Thompson, Pa., thence along U. S. Highway 6 to Scranton, Pa., thence along U. S. Highway 11 to the Pennsylvania-Maryland state line, and those in that part of Delaware on and north of U. S. Highway 40.

NOTE: Applicant is authorized to conduct operations as a *common carrier* in Certificate MC 17006 dated October 2, 1943 and Certificate MC 17006 Sub 1 dated October 17, 1943.

No. MC 3889 (Sub No. 2), INSTITUTED ON January 3, 1958. Respondent: LEWIS O. HIPKINS, JR., doing business as HIPKINS TRUCK SERVICE, 1124-28 East Palmer Street, Philadelphia 25, Pa. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 3889, dated May 25, 1954.

General commodities, except Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, limited to a service wherein motor vehicles accompanied by drivers employed by the said carrier and who operate such vehicles, are assigned to shippers under continuing contracts, for the exclusive use of such shippers in transporting such shippers' property, over irregular routes, between Philadelphia, Pa., on the one hand, and, on the other, New York, N. Y., Baltimore, Md., and points in Delaware and New Jersey.

No. MC 7768 (Sub No. 11), INSTITUTED ON January 3, 1958. Respondent: A. J. WEIGAND, INC., 1008 North Tuscarawas Avenue, Dover, Ohio. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 7768, dated August 29, 1949.

Steel and steel products, over irregular routes, from Dover, Ohio, and points within two miles of Dover, not including New Philadelphia, Ohio, to points in that part of New York on and west of a line beginning at Oswego, N. Y., and extending along New York Highway 57 to Syracuse, N. Y., and thence along U. S. Highway 11 to the New York-Pennsylvania State line, those parts of Maryland and Pennsylvania on and west of U. S. Highway 11, including Wilkes-Barre, Sunbury, and Harrisburg, Pa., that part of West Virginia, on, north, and west of a line beginning at the Maryland-West Virginia State line, and extending along U. S. Highway 220 to junction U. S. Highway 33, thence along U. S. Highway 33 to junction West Virginia Highway 4, thence along West Virginia Highway 4 to junction U. S. Highway 60, and thence along U. S. Highway 60 to the West Virginia-Kentucky State line, that part of Kentucky on, north, and east of a line beginning at the West Virginia-Kentucky State line and extending along U. S. Highway 60 to junction U. S. Highway 62, thence along U. S. Highway 62 to junction U. S. Highway 41 and thence along U. S. Highway 41 to the Ohio River, that part of Michigan on and south of

a line beginning at Muskegon, Mich., and extending along Michigan Highway 20 to Bay City, Mich., and thence along Michigan Highway 25 to Huron City, Mich., that part of Illinois on and east of U. S. Highway 51 and on and north of U. S. Highway 36, and points in Indiana.

Machinery and machinery parts used in the manufacture of steel and steel products, from points in the above-specified destination territory to Dover and points within two miles thereof, not including New Philadelphia, and under special and individual contracts or agreements, with persons (as defined in section 203 (a) of the Interstate Commerce Act) who operate chemical manufacturing plants, the business of which is the manufacture and distribution of chemical products, for the transportation of the commodities indicated and in the manner specified below:

Such commodities as are manufactured and sold by the above-mentioned plants (except petroleum products, in bulk, in tank trucks), and returned empty containers for such commodities, between Dover, Ohio, on the one hand, and, on the other, points in Illinois, Indiana, Kentucky, Ohio, West Virginia, New York, Pennsylvania, Massachusetts, Rhode Island, Connecticut, New Jersey, Delaware, Maryland, and the southern peninsula of Michigan.

Machinery, equipment, materials, and supplies used in the conduct of the above-mentioned business, from points in the States named above to Dover.

No. MC 7768 (Sub No. 8), dated April 22, 1952.

Truck parts, accessories, and equipment, and trailer parts, accessories, and equipment, over irregular routes, from Chicago, Ill., Detroit and Pontiac, Mich., Hillside, N. J., and Clearfield, Pittsburgh, Uniontown, and Washington, Pa., to Dover, Ohio; from Dover, Ohio, to Clearfield, Pa.

No. MC 7768 (Sub No. 9), dated March 9, 1954.

Malt beverages, over irregular routes, from Detroit, Mich., to the site of Consolidated Distributing Company's warehouse near Uhrichville, Ohio, and, empty malt beverage containers, on return.

No. MC 7768 (Sub No. 10), dated June 12, 1956.

Sheet steel and steel products, over irregular routes, from the site of the plant of the Reeves Steel and Manufacturing Company, near Dover, Ohio, to points in Pennsylvania east of U. S. Highway 11, except Wilkes-Barre, Sunbury, and Harrisburg, Pa.

No. MC 9837 (Sub No. 3), INSTITUTED ON January 3, 1958. Respondent: RED CIRCLE FREIGHT LINES, INC., 175 Front Street, Brooklyn 1, N. Y. Respondent's attorney: Clarence D. Todd, 1825 Jefferson Place NW., Washington 6, D. C. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a

common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 9837, dated December 14, 1945.

Canned food products, over irregular routes, from Baltimore, Md., to New York, N. Y. and points in Essex, Hudson, Passaic, and Union Counties, N. J.

Washing, cleaning and polishing materials and compounds, and empty containers and supplies used in connection therewith, from Passaic, N. J. to Baltimore, Md., and Washington, D. C.

Such merchandise as is dealt in by wholesale, retail and chain grocery and food business houses, and, in connection therewith, *equipment, materials and supplies* used in the conduct of such business, subject to a "Keystone" restriction, from Brooklyn, N. Y., to Baltimore Md. Between points in the New York, N. Y., Commercial Zone, as defined by the Commission, on the one hand, and, on the other, Newark, N. J., and Paterson, N. J.

No. MC 9837 Sub 2, dated December 3, 1952.

Such merchandise as is dealt in by retail grocery stores, and *materials, supplies and equipment* used in the conduct of such business, over irregular routes, subject to a "Keystone" restriction, from points in the New York Commercial Zone as defined by the Commission, except Brooklyn, N. Y., to Baltimore, Md.

No. MC 13636 (Sub No. 12), INSTITUTED ON January 3, 1958. Respondent: ALBERT PITZER AND JANE PITZER, doing business as PITZER BROTHERS, Arch and Thompson Streets, P. O. Box 633, Jeannette, Pa. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 13636 (Sub No. 4), dated July 25, 1944.

Malt beverages, over irregular routes, from Jeannette, Greensburg, Carnegie, Pittsburgh, Pa., and points in Stowe Township, Allegheny County, Pa., to points in New York, West Virginia, Virginia, and Maryland; from Jeannette and Greensburg, Pa., to points in Ohio; and empty malt beverage containers, on return.

No. MC 13636 (Sub No. 5), dated June 2, 1947.

Malt beverages, in containers, over irregular routes, from McKees Rocks, and Sharpsburg, Pa., to points in that part of Ohio on and east of U. S. Highway 23; from McKees Rocks to Portsmouth, Ohio, empty malt beverage containers, on return.

No. MC 13636 (Sub No. 6), dated April 2, 1948.

Malt and brewed beverages, in containers, over irregular routes, from Latrobe, Pa., to points in Ohio, empty containers for malt and brewed beverages, on return.

No. MC 13636 (Sub No. 8), dated December 5, 1950.

Mine cars and equipment used in, or in, or in connection with mining, over irregular routes, from Irwin, Pa., and points within one mile of Irwin, to points in West Virginia, Virginia, Kentucky, Ohio, and Maryland, and *used mine cars and parts thereof*, on return.

No. MC 13636 (Sub No. 10), dated September 3, 1952.

Malt and brewed beverages, in containers, over irregular routes, from Carnegie and Pittsburgh, Pa., to points in Ohio, Delaware, New Jersey, and the District of Columbia, *empty malt beverage containers*, on return.

No. MC 14514 (Sub No. 3), INSTITUTED ON January 3, 1958.

Respondent: JOHN KOEHN, JR., doing business as MERCHANTS' DELIVERY, 115 Wabash Court, Danville, Ill. Respondent's attorney: Ray M. Foreman, 704-710 Baum Building, Danville, Ill. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 14514, dated July 12, 1943.

Meat, packing-house products and groceries, over irregular routes from Chicago and Danville, Ill., to points in Indiana within 70 miles of Danville.

Such merchandise as is dealt in by mail order houses, subject to a "Keystone" restriction, between Danville, Ill., and points in Indiana within 70 miles of Danville.

No. MC 14514 Sub 1, dated April 24, 1950.

Commodities described in paragraphs (a), (b) and (c) of appendix to report of the Commission in *Modification of Permits-Packing House Products*, 46 MCC 23, from Danville, Ill., to points in Illinois within 60 miles of Danville; from Danville, Ill., to Kokomo, Ind., and points in Indiana within 15 miles of Kokomo.

No. MC 15119 (Sub No. 3), INSTITUTED ON January 3, 1958. Respondent: APPEL BROS., INC., 651 Grove Street, Jersey City, N. J. Respondent's attorney: August W. Heckman, 880 Bergen Avenue, Jersey City 6, N. J. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 15119, dated May 18, 1943.

Packing house products and dairy products, over irregular routes, between New York, N. Y., and points in Hudson and Passaic Counties, N. J., on the one hand, and, on the other, points in Nas-

sau and Westchester Counties, N. Y., and those in Essex, Hudson, Middlesex, Mercer, Bergen, Morris, Passaic, Somerset, and Union Counties, N. J.

No. MC 15233 (Sub No. 1), INSTITUTED ON January 3, 1958. Respondent: FRANK GERLIN, doing business as FRANK'S TRUCKING CO., 73 Arlington Street, Chelsea, Mass. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 15233, dated May 24, 1955.

Lumber, over irregular routes, between Boston, Mass., on the one hand, and, on the other, Providence, Pawtucket, and Westerly, R. I., points in New Hampshire, and those in Massachusetts within 50 miles of Boston.

No. MC 15808 (Sub No. 21), INSTITUTED ON January 3, 1958. Respondent: GIRTON BROS., INC., P. O. Box 341, U. S. Highway 40 East, Brazil, Ind. Respondent's attorney: Louis E. Smith, 1800 North Meridian Street, Indianapolis 2, Ind. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 15808, dated July 20, 1937.

New automobiles, new trucks and parts, over specified regular routes, from Springfield, Ohio, to St. Louis, Mo., serving the intermediate points of Brazil and Terre Haute, Ind., and East St. Louis, Ill.; from Fort Wayne, Ind. to Brazil, Ind.

No. MC 15808 Sub 1, dated January 7, 1939.

Gasoline and light oils, over irregular routes from East St. Louis, Ill., to Brazil, Ind., and Desloge and Ellisville, Mo.

No. MC 15808 Sub 2, dated May 7, 1938.

Motor trucks and parts, cabs and bodies, from Springfield, Ohio, over U. S. Highway 40 to Indianapolis, Ind., and *internal combustion engines and parts*, from Indianapolis over the above-specified route to Springfield, serving no intermediate points.

No. MC 15808 (Sub No. 4), dated May 13, 1941.

Materials, machinery, and parts used or useful in the manufacture and assembly of motor vehicles, over regular routes, between Indianapolis, Ind., and Springfield, Ohio, serving the intermediate point of Richmond, Ind.

No. MC 15808 (Sub No. 14), dated January 3, 1946.

Petroleum and petroleum products, in bulk, in tank trucks, over irregular routes, from Lawrenceville, Ill., to points

in Indiana on and south of U. S. Highway 24.

No. MC 15808 (Sub No. 18), dated July 3, 1957.

Petroleum and petroleum products, as defined by the Commission, in bulk, in tank vehicles, over irregular routes, from the site of the Socony Mobile Oil Company, Inc., pipeline terminal north of New Goshen, Ind., to points in Illinois.

No. MC 15935 (Sub No. 4), INSTITUTED ON January 2, 1958. Respondent: ROSS TRUCK LINES, INC., 1901 South Illinois Street, Belleville, Ill. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 15935, dated November 29, 1949.

Dairy products, canned goods, packing-house products and by-products, and materials and supplies used in the operation and maintenance of packing houses, over irregular routes between Chicago, De Kalb, Rochelle, Eureka, Washington, and Morton, Ill., and St. Louis, Mo., on the one hand, and, on the other, Vandalia, Gary, and Indianapolis, Ind., and points in Illinois.

No. MC 15935 Sub 3, dated November 29, 1949.

Packing-house products, dairy products and canned goods, from National City, Ill., to Indianapolis, Ind., and returned and rejected shipments of the above-specified commodities, on return.

No. MC 15986 (Sub No. 1), INSTITUTED ON January 2, 1958. Respondent: CANTWELL MOTOR SERVICE, INC., P. O. Box 917, Edgemont Station, East St. Louis, Ill. Respondent's attorney: Delmar O. Koebel, 406 Missouri Avenue, East St. Louis, Ill. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 15986, dated April 11, 1955.

Meats and packing-house products, over irregular routes, from St. Louis, Mo., to points in that part of Illinois on and south of a line beginning at the Illinois-Indiana state line and extending along U. S. Highway 36 to Springfield, Ill., thence along Illinois Highway 125 to Virginia, Ill., thence along U. S. Highway 67 to Rushville, Ill., and thence along U. S. Highway 24 to the Illinois-Missouri state line, including the points named.

No. MC 18037 (Sub No. 4), INSTITUTED ON January 2, 1958. Respondent: CHAS. LEVY CIRCULATING CO., a Corporation, 1200 North North Branch

Street, Chicago 22, Ill. Respondent's attorney: Keith Masters, Prudential Plaza, Chicago 1, Ill. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 18037 Sub 3, dated April 13, 1951.

Newspapers, including the comic supplements and magazine sections thereof, and *display racks, prizes, premiums, pamphlets and other advertising materials* pertaining thereto, over irregular routes, from Chicago, Ill. to points in Illinois north of Calhoun, Greene, Macoupin, Montgomery, Christian, Shelby, Moultrie, Douglas, and Edgar Counties and those in Indiana on and north of U. S. Highway 40, and those in Iowa bordering on the Mississippi River between Dubuque and Burlington, and those in Outagamie, Brown, Kewaunee, Winnebago, Calumet, Manitowoc, Marquette, Green Lake, Fond du Lac, Sheboygan, Columbia, Dodge, Washington, Ozaukee, Dane, Jefferson, Waukesha, Milwaukee, Green, Rock, Walworth, Racine, and Kenosha Counties, Wis., and those in Michigan south of Manistee, Wexford, Osceola, Clare, Gladwin, and Arenac Counties and west of Tuscola, Lapeer, and Macomb Counties, Saginaw Bay, Lake St. Clair, Detroit River, and Lake Erie.

Magazines, and such books and other periodicals and publications as are normally distributed to the public through news dealers, and *calendars, catalogues, display racks, prizes, premiums and other advertising materials* pertaining thereto, over irregular routes, from Chicago, Ill., to all points in the destination territory immediately above, except Kokomo, Ind. **RESTRICTION:** The service authorized immediately above is restricted to the transportation of shipments consigned solely to wholesale and retail news dealers. From Kokomo, Ind., to points in Illinois north of Calhoun, Green, Macoupin, Montgomery, Christian, Shelby, Moultrie, Douglas, and Edgar Counties, and those in Indiana on and north of U. S. Highway 40, and those in Iowa bordering on the Mississippi River between Dubuque and Burlington, including Dubuque and Burlington, and those in Outagamie, Brown, Kewaunee, Winnebago, Calumet, Manitowoc, Marquette, Green Lake, Fond du Lac, Sheboygan, Columbia, Dodge, Washington, Ozaukee, Dane, Jefferson, Waukesha, Milwaukee, Green, Rock, Walworth, Racine, and Kenosha Counties, Wis., and those in Michigan south of Manistee, Wexford, Osceola, Clare, Gladwin, and Arenac Counties and west of Tuscola, Lapeer and Macomb Counties, Saginaw Bay, Lake St. Clair, Detroit River, and Lake Erie, except Chicago, Ill.

RESTRICTION: The service authorized immediately above is restricted to the transportation of shipments of less than 15,000 pounds each, consigned

solely to wholesale and retail news dealers, and to shipments moving solely over a route or routes through Chicago.

From Kokomo, Ind., to Chicago, Ill.

RESTRICTION: The service authorized immediately above is restricted to the transportation of shipments of less than 15,000 pounds each.

From Chicago, Ill., to Kokomo, Ind.

No. MC 18124 (Sub No. 8) **INSTITUTED ON** January 3, 1958. Respondent: ALLER & SHARP, INC., 817 West Fifth Avenue, Columbus 8, Ohio. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 18124, dated December 9, 1941.

Zinc pigments and oil cloth, in containers, between Columbus, Ohio, and Chicago, Ill., over specified regular routes, and *refused and rejected zinc pigments and oil cloth*, on return. Service is not authorized to or from intermediate points.

Newsprint paper, between Chillicothe, Ohio, and Chicago, Ill., over specified regular routes, serving the off-route points of Joliet, Ill., and South Bend, Ind., restricted to delivery only.

Cores, for newsprint paper and *refused and rejected newsprint paper*, from Chicago, Ill., over the above-specified route to Chillicothe, Ohio, serving to or from no intermediate points.

Meats, packing house products and supplies, and vegetable oils and animal fats, and compounds and products thereof, between Chicago, Ill., and Columbus, Ohio, over specified regular routes, serving specified intermediate points; between Indianapolis, Ind., and Cincinnati, Ohio, over specified regular routes, serving no intermediate points.

Between Columbus, Ohio, and Zanesville, Ohio, over specified regular routes, serving the intermediate point of Newark, Ohio.

Between Columbus, Ohio, and Chillicothe, Ohio, over specified regular routes, serving the intermediate point of Washington Court House, Ohio.

IRREGULAR ROUTES:

Meats, packing house products and supplies, and vegetable oils and animal fats, and compounds and products thereof, between Columbus, Ohio, on the one hand, and, on the other, Ashland, Ky., Charleston, Huntington, and Wheeling, W. Va., and points in Ohio.

Army subsistence, clothing, equipment, and supplies, between points in Ohio, Kentucky, Indiana, and West Virginia.

Canned fruits and vegetables, from Canal Winchester, Ohio, and points in that part of Ohio on and west of U. S. Highway 23, to Chicago, Ill.

Between Columbus, Ohio, on the one hand, and, on the other, Bay City, Flissfield, and Detroit, Mich., Charleston, W. Va., Indianapolis, Ind., Chicago, Ill., and Covington, Ky.

No. MC 18124 (Sub No. 1), dated November 5, 1942.

Packing-house offal, used in the manufacture of fertilizer, tankage, animal and poultry feed, and glue, over irregular routes, from Indianapolis, Ind., to Lockland, Ohio, serving no intermediate points.

No. MC 18124 (Sub No. 2), dated June 15, 1945.

Zinc pigments and oil cloth, in containers, and *newsprint paper*, from Lima, Ohio, to Delphos, Ohio, over specified regular route.

From Valparaiso, Ind., to Junction U. S. Highway 41 and U. S. Highway 6, over specified regular route.

Refused and rejected zinc pigments, and oil cloth, cores for newsprint paper, and refused and rejected newsprint paper, from Delphos, Ohio, to Lima, Ohio, over regular routes.

From Junction U. S. Highway 41 and U. S. Highway 6 to Valparaiso, over specified regular route.

Meats, packing house products and supplies, and vegetable oils and animal fats, and compounds and products thereof, between Lima, Ohio, and Delphos, Ohio, over specified regular route.

Between Valparaiso, Ind., and Junction U. S. Highway 41 and U. S. Highway 6, over specified regular route.

Operations over the above-specified routes shall be for operating convenience only, in connection with the regular routes authorized in No. MC 18124 and service is authorized to or from only those points now authorized to be served in No. MC 18124 and only to the extent therein authorized.

No. MC 18124 (Sub No. 3), dated March 29, 1944.

Paper, other than newsprint paper, over specified regular routes, from Chillicothe, Ohio, to Chicago, Ill., serving the off-route points of Joliet, Ill., and South Bend, Ind., restricted to delivery only.

Cores, for paper, other than newsprint paper, and *refused and rejected paper*, other than newsprint paper, over a regular route, from Chicago, Ill., to Chillicothe, Ohio, serving no intermediate points.

No. MC 18124 (Sub No. 4), dated June 30, 1945.

Paper, from Chillicothe, Ohio, to Hammond, Ind., over specified regular routes, serving no intermediate or off-route points not otherwise authorized.

Cores, for paper and *returned and rejected shipments of paper*, from Hammond, Ind., to Chillicothe, Ohio, over regular routes, serving no intermediate or off-route points not otherwise authorized.

Paper, other than newsprint paper, *cores for paper*, other than newsprint paper, and *refused and rejected shipments of paper*, other than newsprint paper, as alternate routes in connection with the route between Chillicothe, Ohio, and Chicago, Ill., authorized in No. MC 18124 Sub 3.

Between Lima, Ohio, and Delphos, Ohio, over specified regular route.

Between Valparaiso, Ind., and Junction U. S. Highway 6 and U. S. Highway 41,

near Highland, Ind., serving no intermediate points.

No. MC 18124 (Sub No. 5) dated October 4, 1946.

Coated fabrics, oilcloth covered pads, paper cores, hand crimping machines, display racks and advertising matter, from Columbus, Ohio, to Chicago, Ill., over specified regular route, and *rejected shipments* of the above-specified commodities, on return, serving to or from no intermediate points.

No. MC 20240 (Sub No. 6), INSTITUTED ON January 3, 1958. Respondent: GARFIELD EXPRESS CO., INC., 45 Tulip Street, Passaic, N. J. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 20240, dated October 14, 1948.

Garments and cut materials and trimmings for garments, over irregular routes, between New York, N. Y., on the one hand, and, on the other, Trenton, N. J., and points in New Jersey within 40 miles of Columbus Circle, New York, N. Y.

No. MC 20697 (Sub No. 31), INSTITUTED ON January 3, 1958. Respondent: THE WILLETT COMPANY, 700 South Desplaines, Chicago, Ill. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 20697, dated September 22, 1943.

General commodities, except those of unusual value, and except dangerous explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, over irregular routes, between points in Cook, De Kalb, Du Page, Kane, Kankakee, Kendall, Lake, Will, and McHenry Counties, Ill., and Lake County, Ind.

Petroleum products, and iron and steel products, between points in Lake and Porter Counties, Ind., on the one hand, and, on the other, points in Illinois on and north of U. S. Highway 150.

Such merchandise as is dealt in by retail and wholesale mail-order houses, subject to a "Keystone" restriction, between points in Illinois and Indiana within 100 miles of the intersection of State and Madison Streets, Chicago, Ill.

No. MC 20697 (Sub No. 20), dated August 12, 1948.

Soya bean oil, in bulk, in tank trucks, over irregular routes, from Gibson City

and Decatur, Ill., and points within 3 miles of Gibson City and Decatur to Hammond, Ind.

No. MC 20697 (Sub No. 27), dated August 17, 1955.

Pipe, valves, fittings, bathroom and kitchen fixtures and equipment, laundry fixtures, hot water heaters, heaters and furnaces and accessories, air conditioners, boilers, and radiators, over irregular routes, from Waukegan, Ill., to points in Kenosha County, Wis.

NOTE: Respondent has been issued Interim Permit No. MC 20697 (Sub No. 30), dated September 25, 1957, covering the transportation of: *Vitamin B-12 extract*, in bulk, in tank vehicles, over irregular routes, from Milwaukee, Wis., to Bradley, Ill. The operations authorized herein are limited to a transportation service to be performed, under a continuing contract, for Vern E. Alden Processing Company of Milwaukee, Wis.

NOTE: Respondent is authorized to conduct *common carrier* operations by virtue of Certificate No. MC 66462 (Sub No. 5), dated April 3, 1946.

No. MC 21096 (Sub No. 6), INSTITUTED January 2, 1958. Respondent: McDOWELL TRUCK LINE, INC., 4528 South McDowell Street, Chicago, Ill. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 21096, dated February 2, 1950. *Malt beverages*, over specified regular routes between Chicago, Ill., and Dayton, Ohio, and Fort Wayne, Ind., and *empty malt beverage containers* from Dayton to Chicago and from Chicago to Fort Wayne, over the above-specified routes, serving no intermediate points.

IRREGULAR ROUTES:

Malt beverages, advertising matter pertaining thereto, and *empty malt beverage containers*, between Chicago, Ill., and Milwaukee, Wis.

Malt beverages and advertising matter pertaining thereto, from Milwaukee, Wis., to Joliet, Ill., and *empty malt beverage containers* on return.

Under special and individual contracts or agreements with persons (as defined in section 203 (a) of the Interstate Commerce Act) who operate breweries, the business of which is the manufacture, sale and distribution of malt beverages, for the transportation of the commodities indicated below:

Malt beverages, such commodities as are manufactured and/or distributed by breweries, *advertising matter* pertaining thereto and *ice* used for the cooling of shipments, from Milwaukee, Wis., to points in Cook and McHenry Counties, Ill., and *empty malt beverage containers*, on return.

Paper and paper products, from Hamilton, Ohio, to points in Illinois on and north of U. S. Highway 40, east of U. S. Highway 67, and south of U. S. Highway 36, those in Indiana on and north of U. S. Highway 40 except Fort Wayne, Ind., those in Michigan on and south of

Michigan Highway 21 and to Milwaukee, Racine, and Beloit, Wis., St. Louis, Mo., Erie, Pa., and Rochester and Buffalo, N. Y.

Steel strapping, paper and paper products, and materials and supplies used in the manufacture and shipping of paper and paper products, from the above-specified destination points, and Toledo, Ohio, to Hamilton.

REGULAR AND IRREGULAR ROUTES:

Paper mill products, between Hamilton, Ohio, and points in Indiana, Illinois, and Ohio, serving all intermediate points on the above-specified regular routes; from Hamilton over irregular routes to Columbus, Connersville, Fort Wayne, and Madison, Ind., and points in Ohio.

Materials and supplies used in the manufacture and shipping of paper mill products, from Jeffersonville over the above-specified regular route to Hamilton; from points in the above-described Illinois territory over irregular routes to the Illinois-Indiana state line, thence over the above-specified regular route to Hamilton; serving all intermediate points on the above-specified regular routes; and from the above-indicated points in Indiana and Ohio over irregular routes to Hamilton.

No. MC 23000 (Sub No. 4) INSTITUTED ON January 3, 1958. Respondent: HIGHWAY TRANSPORTATION COMPANY, 1740 Keene Street, Fremont, Nebr. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 23000, dated February 8, 1952. *Canned milk, crackers, and cookies*, over a regular route, from Sioux City, Iowa, to Denver, Colo.; Service is authorized from and to the intermediate point of Sterling, Colo., and the off-route points of Colorado Springs and Pueblo, Colo.

Canned goods, from Denver, Colo., to Omaha, Nebr.; Service is authorized from and to the intermediate points of North Platte, Kearney, Grand Island, Columbus, Schuyler, and Fremont, Nebr., and the off-route points of Hastings and Lincoln, Nebr.; from Nebraska City, Nebr., to Denver, Colo.; Service is authorized from and to the intermediate points of Plattsmouth and Omaha, Nebr., and Sterling, Colo., and the off-route points of Colorado Springs, and Pueblo, Colo.

Flour, from Denver, Colo., to Norfolk, Nebr.; Service is authorized from and to the intermediate points of Ogallala, North Platte, Kearney, Grand Island, and Columbus, Nebr., and the off-route points of Hastings, Nebr.

Livestock and poultry feeds, tonics, and medicines, dry earth paint, mineral feeds and insecticides, and printed advertising matter and premiums, used solely in connection with the sale of mineral feeds and insecticides, over irregular routes, from Quincy, Ill., to points in that,

part of Nebraska east of the western boundaries of Boyd, Holt, Garfield, Valley, Sherman, Buffalo, Kearney, and Franklin Counties.

Rejected shipments of the above-specified commodities, and *meat scrap, tankage, blood, alfalfa, alfalfa meal, and grain and grain products*, on return.

No. MC 27962 (Sub No. 11), instituted January 2, 1958. Respondent: CRAUN TRANSPORTATION, INC., Emma Street, Bettsville, Ohio. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 27962, dated May 23, 1955.

IRREGULAR ROUTES:

Lime, limestone and lime products, from Woodville, Gibsonburg, Martin, Marblehead, and Genoa, Ohio, and points within 2 miles of each, to Chicago, Ill., points in Indiana, Ohio, and those in the lower peninsula of Michigan.

Roofing materials and supplies, from East Chicago, Ind., to points in Monroe and Lenawee Counties, Mich., and points in Ohio on and west of Ohio Highway 13 from Sandusky to Jacksontown and on and north of U. S. Highway 40 from Jacksontown to the Ohio-Indiana state line.

Cold water paint, kalsomine plaster, plaster board joint system, sizing and casein, from Gypsum, Ohio, to points in Indiana on and north of U. S. Highway 40, except those on U. S. Highway 20 and Fort Wayne and Muncie, and to points in Illinois within 50 miles of Chicago, except those in the Chicago, Ill., Commercial Zone; and *rejected shipments* of the above-specified commodities on return.

Cement and mortar, from Detroit and Port Huron, Mich., to points in Sandusky, Wood, Fulton, Ottawa, and Henry Counties, Ohio, and *empty cloth bag containers and rejected shipments* of cement and mortar, on return.

Bone meal and ground bone, from Lockland, Ohio, to points in Michigan on and south of Michigan Highway 55.

No. MC 27962 Sub 5, dated April 27, 1951.

Roasted dolomite, brucite and dolomite combined and high-temperature bonding mortar, from points within 2 miles of Maple Grove, Ohio, including Maple Grove, to points in Michigan on and east of U. S. Highway 23 and on and south of Michigan Highway 59, Fort Wayne and Kokomo, Ind., the Chicago, Ill., Commercial Zone, and points in Illinois.

No. MC 27962 Sub 6, dated April 11, 1951.

Lime, limestone and lime products, from Genoa and Woodville, Ohio, to points in Campbell and Kenton Counties, Ky.

No. MC 27962 Sub 8, dated August 19, 1955.

Pallets, skids and shipping containers used in the outbound transportation of roasted dolomite, brucite and dolomite combined and high-temperature bonding mortar, from points in Michigan on and east of U. S. Highway 23 and on and south of Michigan Highway 59, Fort Wayne and Kokomo, Ind., those points in Indiana in the Chicago, Ill., Commercial Zone and points in Illinois to Maple Grove, Ohio.

Silicate of soda, in bulk, from Anderson, Ind., to Maple Grove, Ohio.

No. MC 27962 Sub 9, dated March 21, 1955.

Plaster and plaster products, gypsum and gypsum products, and lime, from Grand Rapids, Mich., to points in Ohio.

NOTE: Respondent has been issued Interim Permit MC 27962 Sub 10 dated November 1, 1957 covering the transportation of:

Refractory products (except roasted dolomite, brucite and dolomite combined and high-temperature bonding mortar), over irregular routes from Maple Grove, Ohio and points within 2 miles thereof to points in that part of Michigan on and east of U. S. Highway 23 and on and south of Michigan Highway 59, Fort Wayne and Kokomo, Ind., and points in Indiana in the Chicago, Ill., Commercial Zone, and points in Illinois, and *pallets, skids and shipping containers* which have been used in the transportation of the above-specified commodities, on return.

The operations authorized herein are limited to a transportation service to be performed, under a continuing contract, or contract, with Basic Incorporated, of Cleveland, Ohio.

No. MC 29506 (Sub No. 1), INSTITUTED ON January 3, 1958. Respondent: FRANK RUSSO, doing business as RUSSO MOTOR EXPRESS, 205-13 North Vermont Avenue, Atlantic City, N. J. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 29506, dated October 12, 1949.

Such general merchandise as is dealt in by wholesale and retail grocery and food business houses, over regular routes, subject to a "Keystone" restriction, from Philadelphia, Pa., to Atlantic City, N. J. Service is not authorized to or from intermediate points.

No. MC 29674 (Sub No. 1), INSTITUTED ON January 3, 1958. Respondent: GEORGE L. PLACE, 275 Main Street, Putnam, Conn. Respondent's representative: Arthur A. Wentzell, 539 Hartford Pike, Shrewsbury, Mass. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 29674, dated July 25, 1941.

Liquid petroleum products and greases, over irregular routes, from Putnam, Conn., Providence and East Providence, R. I., to points in Connecticut, Rhode Island, and Massachusetts within 30 miles of Putnam.

No. MC 29990 (Sub No. 6), INSTITUTED ON January 3, 1958. Respondent: BADGER LINES, INC., 6819 West Lincoln Avenue, West Allis 19, Wis. Respondent's attorney: William C. Dineen, 341 Empire Building, 710 North Plankinton Avenue, Milwaukee 3, Wis. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 29990, dated February 24, 1942.

Malt and carbonated beverages, over irregular routes, from Milwaukee, Wis., to Davenport, Iowa, and points in Illinois, *empty malt and carbonated beverage containers*, on return.

No. MC 29990 (Sub No. 1), dated July 5, 1941.

Malt and carbonated beverages, over irregular routes, from Milwaukee, Wis., to Dubuque, Iowa, and St. Louis, Mo., from St. Louis to Milwaukee and Cudahy, Wis., *empty malt and carbonated beverage containers*, on return.

Chocolate and cocoa, from Milwaukee to Centralia, Ill.

No. MC 29990 (Sub No. 2), dated September 13, 1941.

Fertilizer, over irregular routes, from Chicago Heights, Ill., to points in Kenosha, Racine, Milwaukee, Ozaukee, Washington, Jefferson, Walworth, Dodge, and Waukesha Counties, Wis.

No. MC 29990 (Sub No. 3), dated January 8, 1951.

Malt and carbonated beverages, over irregular routes, from Milwaukee, Wis., to Clinton, Iowa, *empty malt and carbonated beverage containers*, on return.

No. MC 29990 (Sub No. 4), dated February 4, 1952.

Fertilizer, over irregular routes, from Chicago Heights, Ill., to points in Fond du Lac and Sheboygan Counties, Wis.

No. MC 30226 (Sub No. 2), INSTITUTED ON January 3, 1958. Respondent: HOWELL TRUCKING COMPANY, INC., 52-54 11th Avenue, New York 11, N. Y. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 30226, dated January 26, 1953.

Such merchandise as is dealt in by wholesale, retail, and chain grocery and food business houses, and, in connection therewith, *equipment, materials, and supplies*, used in the conduct of such,

business, between points within the territory bounded by a line beginning at Weehawken, N. J., and extending in a northwesterly direction through Rutherford to Mountain View, N. J., thence in a southwesterly direction to Myersville, N. J., thence west through Far Hills to Cokesbury, N. J., thence in a northwesterly direction through Port Murray to Belvidere, N. J., thence across the Delaware River to the west bank thereof, thence in a northwesterly direction along the west bank of the river through Milford and Matamoras, Pa., to Port Jervis, N. Y., thence in a northeasterly direction through Middletown to Pine Bush, N. Y., thence east to Wallkill, N. Y., thence in a southeasterly direction to Newburgh, N. Y., and thence south along the west bank of the Hudson River to Weehawken, including the points named; between points in the above-specified territory on the one hand, and, on the other, points in New York, Bronx, Kings, Queens, Nassau, and Richmond Counties, N. Y., and those in Hudson, Bergen, and Essex Counties, N. J.

Fruits, vegetables, farm products, poultry, and sea-food, in the respective seasons of their production, from points in the grape-producing district of Ulster County, N. Y., and the fruit-producing district of Hunterdon County, N. J., to points in the above-specified territory.

No. MC 30226 (Sub No. 1), dated October 1, 1957, which modifies Permit No. MC 30226 (Sub No. 1), dated August 18, 1955.

Frozen foods (except oleomargarine, candy, butter, and cheese) in consumer-sized packages of not to exceed two pounds each, over irregular routes, from New York, N. Y., and Jersey City, N. J., to points in New Jersey and those in Fairfield County, Conn., and Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk, Ulster, and Westchester Counties, N. Y.

No. MC 32561 (Sub No. 5), INSTITUTED ON January 3, 1958. Respondent: MARSHALL SERVICE, INC., Pearl Street, Newfield, N. J. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

Benzol and petroleum products, in tank vehicles, over irregular routes, between Philadelphia, Marcus Hook, and Chester, Pa., Paulsboro, N. J., and Claymont, Del., on the one hand, and, on the other, Baltimore, Md., Wilmington, Del., Frenchtown and Phillipsburg, N. J., and points in New Jersey on and south of New Jersey Highway 33; between Sewaren, Bayonne, Carteret, Bayway, and Paulsboro, N. J., and Claymont Del., on the one hand, and, on the other, points in Pennsylvania on and south of a line beginning at Delaware Water Gap, Pa., and extending along U. S. Highway 611 to Stroudsburg, Pa., and thence along U. S. Highway 209 to Millersburg, Pa.,

and on and east of a line beginning at Millersburg, and extending along U. S. Highway 15 to Harrisburg, Pa., and thence along U. S. Highway 111 to the Pennsylvania-Maryland State line.

Petroleum lubricating oil, in bulk, in tank trucks, from Marcus Hook and Philadelphia, Pa., to points in that part of New York east of a line beginning at Port Jervis, N. Y., and extending along New York Highway 42 to Woodbourne, N. Y., thence south of a line beginning at Woodbourne and extending along New York Highway 52, via Newburgh and Beacon, N. Y., to Stormville, N. Y., thence west of a line beginning at Stormville and extending along New York Highway 52 to Carmel, N. Y., and thence south of a line beginning at Carmel and extending along U. S. Highway 6 to the New York-Connecticut State line, and those in Connecticut south of U. S. Highway 6 and west of Connecticut Highway 25, including points on the indicated portions of the highways specified to Bridgeport, Conn.

No. MC 32565 (Sub No. 1), INSTITUTED ON January 3, 1958.

GERALD S. GRAY, P. O. Box 13, Somerville, Mass. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 32565, dated August 16, 1949.

Fertilizer, and rendering and tanning house products; materials and supplies, over irregular routes, between points in Massachusetts on and east of Massachusetts Highway 12, on the one hand, and, on the other, points in Vermont, Rhode Island, New Hampshire, and Connecticut.

Granite, between East Weymouth and Quincy, Mass., on the one hand, and, on the other, points in New Hampshire, Rhode Island, Connecticut, and New York.

Cement-stone and building contractors' equipment, between East Braintree, Mass., on the one hand, and, on the other, points in New Hampshire and Rhode Island.

No. MC 33322 (Sub No. 13) INSTITUTED ON January 3, 1958. Respondent: STERLING E. APGAR, JOHN N. APGAR, RUSSELL I. APGAR AND DOROTHY E. ANDERSON, Doing business as APGAR BROS., 232-4 West Union Avenue, Bound Brook, N. J. Respondent's attorney: Clarence D. Todd, 1825 Jefferson Place NW., Washington 6, D. C. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 33322, dated May 4, 1950.

Machinery, including heavy machinery, building and contractor's material, supplies, and equipment, tile, pumps, railroad ties, magnesia products, pipe, printing presses and accessories thereto, metals and castings, paper, paperboard, electrical equipment and accessories thereto, wood patterns, felt, fabrics, whitening, lead, paints, air conditioning equipment, chemicals, in containers other than tank vehicles, compressed gases, in cylinders, empty container, new and used, fertilizer, trees, shrubbery, showcases, booths, advertising matter, displays, samples, exhibits, office and warehouse supplies, and equipment, and material, equipment and supplies, used in a plant manufacturing or shipping roofing and building material, asbestos and magnesia products or used in foundries and machine shops, over irregular routes, between Newark, N. J., and points within 40 miles of Newark; Erie, Pa., and points within ten miles of Erie; Camden, N. J., and Philadelphia, Pa., and points within ten miles of Philadelphia; Baltimore, Md., and points within ten miles of Baltimore; Millis, Mass., and points within ten miles of Millis; and Easton, Warren, and York, Pa., and points within ten miles of each; on the one hand, and, on the other, points in New Jersey, New York, Pennsylvania, Maryland, Delaware, Connecticut, Rhode Island, Massachusetts, and the District of Columbia.

No. MC 33322 (Sub No. 3), dated December 7, 1951.

Chemicals, in bulk, in tank vehicles, over irregular routes, from Bound Brook, N. J., and Warners, N. J., to points in New York, Pennsylvania, Connecticut, and Massachusetts; from Carteret, N. J., to points in New York, Pennsylvania, Connecticut, Maryland, Delaware, Rhode Island, and Massachusetts; from points in Pennsylvania to Bound Brook, N. J., and Warners, N. J.

No. MC 34870 (Sub No. 5), INSTITUTED ON January 3, 1958. Respondent: ANTHONY H. SANTIAGO AND MARIO CECCHINI, doing business as BISON CITY CARTAGE CO., 500 Niagara Frontier Food Terminal, Buffalo 6, N. Y. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 34870, dated March 6, 1956.

The commodities classified (1) as meats, meat products, and by-products; (2) as dairy products; and (3) as articles distributed by meat packing houses in the appendix to the report in *Modification of Permits of Motor Contract Carriers of Packing House Products* 46 M. C. C. 23, over irregular routes, from Buffalo, N. Y., to points in Cattaraugus County, N. Y., from Buffalo, N. Y., to points in Monroe, Livingston, Wyoming, Chautauqua, and Allegany Counties, N. Y.

Packing house products, eggs, cheese, butter, oleomargarine, canned goods, lard, salad dressing, advertising matters, shortening, and sandwich spread, from Buffalo, N. Y., to points in Erie, Genesee, Niagara, and Orleans Counties, N. Y. *Meats, meat products, and meat by-products, dairy products, and articles distributed by meat-packing houses*, as defined by the Commission, from Buffalo, N. Y., to points in Steuben, Chemung, Tioga, Ontario, Seneca, and Schuyler Counties, and points in Broome, Onondaga, and Cortland Counties, N. Y., on the west of U. S. Highway 11.

No. MC 39368 (Sub No. 1), INSTITUTED ON January 2, 1958. Respondent: PACKARD MOTOR TRUCK TRANSPORTATION, INC., OF NEW JERSEY, 714 Bordentown Avenue, South Amboy, N. J. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 39368, dated June 28, 1941.
Tile, brick, clay and clay products, over irregular routes, between points in Middlesex County, N. J., on the one hand, and, on the other, points in Pennsylvania, New York, and Connecticut within 135 miles of South Amboy, N. J.

No. MC 42627 (Sub No. 1) INSTITUTED ON January 3, 1958. Respondent: Z. TAVSS, INC., 732 Whittier Street, New York 59, N. Y. Respondent's representative: William D. Traub, 10 East 40th Street, New York 16, N. Y. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 42627, dated August 20, 1952.
Fireproof building materials, technical paints, waterproofing materials, and steel cable, over irregular routes, between New York, N. Y., on the one hand, and, on the other, points in New York and New Jersey within 150 miles of Columbus Circle, New York, N. Y., and those in Connecticut within 85 miles of Columbus Circle, New York, N. Y.

NOTE: Application under section 212 (c) also filed January 13, 1958.

No. MC 43680 (Sub No. 4), INSTITUTED ON January 3, 1958. Respondent: D. J. CRONIN, INC., 466 Forbes Street, East Providence, R. I. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a

common carrier of the same commodities between the same points or within the same territory as authority in the following permits:

No. MC 43680, dated July 7, 1941.
Bituminous materials, from East Providence and Providence, R. I., and Everett, Mass., to points in Connecticut, Massachusetts, New Hampshire, Rhode Island, Windham County, Vt., and that part of Maine south of a line beginning at the Maine-New Hampshire State line and extending through Wilson Mills, Old Town, and Eastport, Maine, to the Atlantic Ocean, between points in Massachusetts, Maine, Connecticut, Vermont, Rhode Island, and New Hampshire.

No. MC 43680 (Sub No. 3), dated January 5, 1953.

Tar, asphalt, asphalt cutbacks, asphalt emulsions, and road oils, in bulk, in tank vehicles, over irregular routes, between all points in Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut; between Providence and East Providence, R. I., and Fall River and Boston, Mass., and points in Massachusetts within 15 miles of Boston, on the one hand, and, on the other, all points in Albany and Rensselaer Counties, N. Y.

No. MC 46005 (Sub No. 9) INSTITUTED ON January 3, 1958. Respondent: BURG TRUCKING CORP., 835 Washington Street, New York 14, N. Y. Respondent's attorney: August W. Heckman, 880 Bergen Avenue, Jersey City 6, N. J. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 46005, dated July 5, 1941.
Meats, meat products, and poultry, between New York, N. Y., on the one hand, and, on the other points in Hudson, Essex, Union, Passaic and Bergen Counties, N. J.

No. MC 46005 (Sub No. 1), dated September 12, 1942.

Meats, meat products, and poultry, over irregular routes, between New York, N. Y., on the one hand, and, on the other, Trenton, N. J., and Philadelphia, Pa.

No. MC 46005 (Sub No. 3), dated June 4, 1948.

Such commodities, as are classified as meats, meat products, and meat by-products in Appendix A to the report in *Modification of Permits—Packing House Products*, 46 M. C. C. 23, over irregular routes, subject to a "Keystone" restriction, from Elizabeth, N. J., to Baltimore, Catonsville, and Lemoine, Md., and Harrisburg, Reading, York, Columbia, Allentown, Bethlehem, Lebanon, and Lancaster, Pa.

No. MC 46005 (Sub No. 4) dated December 20, 1948.

The commodities classified as meats, meat products, and meat by-products in Section A of the appendix to the report in *Modification of Permits—Packing House Products*, 46 M. C. C. 23, over irregular routes, subject to a "Keystone"

restriction, from New York, N. Y., to points in Morris and Middlesex Counties, N. J.

No. MC 46005 (Sub No. 6), dated June 16, 1954.

Fresh meats, over irregular routes, from New York, N. Y., to Albany, N. Y.

No. MC 46005 (Sub No. 7), dated October 27, 1955.

Fresh meats, over irregular routes, from Linden, N. J., to points in Fairfield County, Conn.

NOTE: Respondent has been issued Interim Permit No. MC 46005 (Sub No. 8), dated September 27, 1957, covering the transportation of:

Meats, meat products and meat byproducts as described in section A of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M. C. C. 209, except in bulk, in tank vehicles, over irregular routes, from Linden, N. J., and New York, N. Y., to points in Rockland County, N. Y., and points in Fairfield, Hartford, and New Haven Counties, Conn.

RESTRICTION: The authority granted hereinabove is restricted against the transportation of fresh meats from Linden, N. J., to points in Fairfield County, Conn. The operations authorized herein are limited to a transportation service to be performed, under a continuing contract, for Food Fair Stores, Inc. (a Pennsylvania corporation).

No. MC 46053 (Sub No. 3), INSTITUTED ON January 3, 1958. Respondent: BROCKWAY FAST MOTOR FREIGHT, INC., P. O. Box 89, Union Avenue, Somerville, N. J. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 46053, dated August 8, 1941.
Roofing and building materials, oils, solvents, glycerine, soap, soap powder, paints, acids, disinfectants, insecticides, rubber, and commodities used in the manufacture of the above-named commodities, over irregular routes, between Boonton, N. J., and points in Middlesex, Somerset, Union, Essex, and Hudson Counties, N. J., on the one hand, and, on the other, points in Massachusetts, Rhode Island, Connecticut, and the District of Columbia, those in Pennsylvania on and east of U. S. Highway 220 from the New York-Pennsylvania State line to Muncy, Pa., U. S. Highway 15 from Muncy to Harrisburg, Pa., and U. S. Highway 111 from Harrisburg to the Pennsylvania-Maryland State line, those in Delaware on and north of U. S. Highway 40, those in Maryland on and east of U. S. Highway 15, north of the Maryland-Virginia State line, on and north of Maryland Highway 4 and west of the Chesapeake Bay, those in Virginia within 15 miles of the District of Columbia, and those in the New York, N. Y., Commercial Zone, as defined by the Commission.

No. MC 46053 (Sub No. 1), dated August 24, 1953.

Aluminum sulphate, in bulk, in hopper trucks, over irregular routes, from Claymont, Del., and Marcus Hook, Pa., to Pleasantville, N. Y.

No. MC 47616 (Sub No. 6), INSTITUTED ON January 3, 1958. Respondent: AERO MOTOR LINE, INCORPORATED, East Aurora Street, P. O. Box 65, Waterbury, Conn. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 47616, dated April 21, 1954.

Acids, chemicals, containers, and chemical supplies in containers and in tank vehicles, between New York, N. Y., Waterbury and Stamford, Conn., Maynard, Mass., and Babbitt, Bound Brook, Edgewater, Jersey City, Paterson, Warrens, and Woodbridge, N. J., on the one hand, and, on the other, points in Connecticut, Massachusetts, Rhode Island, that part of New York south and east of a line beginning at the junction of the New York-Connecticut and New York-Massachusetts State lines near Boston Corner, N. Y., and extending in a northwesterly direction to Saratoga Springs, N. Y., thence in a westerly direction to Gloversville, N. Y., and thence in a southerly direction through Port Jervis, N. Y., to the New York-New Jersey State line, and that part of New Jersey east of a line beginning at the New York-New Jersey State line, near Port Jervis, N. Y., and extending in a southwesterly direction to Phillipsburg, N. J., thence in a southeasterly direction through Asbury Park, N. J., to the Atlantic Ocean, including the points named.

Chemicals, between Waterbury, Conn., on the one hand, and, on the other, Ballston Spa, N. Y., Portsmouth, N. H., and points in Massachusetts and Rhode Island.

Sulphuric acid, in bulk, in tank vehicles, from Waterbury, Conn., to North Pownal, Vt.

No. MC 47693 (Sub No. 9), INSTITUTED ON January 3, 1958. Respondent: JOHN R. CALLAHAN, doing business as CALLAHAN TRANSPORTATION, 857 Downton Way, Pittsburgh 33, Pa. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 47693 Sub 5, dated January 15, 1947.

Carbonated beverages, flavoring syrups and extracts, and advertising matter, cartons and parts therefor used in connection with the manufacture, sale and distribution of carbonated beverages when transported with shipments of

carbonated beverages, over irregular routes, from points in Allegheny County, Pa., to Cumberland and Hagerstown, Md., and points in Ohio and West Virginia, and *rejected and damaged shipments and empty containers and glass jugs* used in the above-described operation, on return.

No. MC 47693 Sub 6, dated January 16, 1947.

Malt or brewed beverages, in containers, over irregular routes, from points in Allegheny County, Pa., to points in Ohio, West Virginia, and Maryland; and *rejected and damaged shipments and empty malt or brewed beverage containers*, on return.

No. MC 47693 Sub 7, dated February 5, 1951.

Malt beverages, over irregular routes, from Pittsburgh and Carnegie, Pa., and points in Stowe Township, Allegheny County, Pa., to points in New Jersey, Michigan, North Carolina, Connecticut, Delaware, and the District of Columbia; and *empty malt beverage containers*, on return.

No. MC 48508 (Sub No. 19) INSTITUTED ON January 3, 1958. Respondent: JACKSON TRUCKING CO., INC., 444 West Troy, Indianapolis, Ind. Respondent's attorney: John E. Lesow, 3737 North Meridian Street, Indianapolis 8, Ind. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 48508, dated May 9, 1951.

Fresh meats, packing-house products, dressed poultry, butter, oleomargarine, and eggs, over regular routes, between Indianapolis, Ind., on the one hand, and, on the other, Cleveland, Ohio, and Detroit and Benton Harbor, Mich., serving all intermediate points.

Paper, from Kalamazoo, Mich., to Indianapolis, Ind., serving all intermediate points.

Storage batteries, from Cleveland, Ohio, to Indianapolis, Ind., serving all intermediate points.

Beans and bean bags, from Fairgrove, Bay Port, Gagetown, Gilford, Akron, Linkville, Pigeon, Elkton, North Branch, Caseville, and Bradleyville, Mich., to Indianapolis, Ind., serving all intermediate points.

No. MC 48508 (Sub No. 1), dated March 2, 1944.

Dairy products, stationery, and advertising matter, over irregular routes, from Indianapolis, Ind., to Toledo, Ohio; and *rejected or damaged shipments of the above-specified commodities*, on return.

Packinghouse products, eggs, dairy products, stationery, and advertising matter, from Indianapolis, Ind., to points in that part of Michigan on and south of a line beginning at Muskegon, Mich., and extending along Michigan Highway 20 to Bay City, Mich., thence along Michigan Highway 24 to Richville, Mich.,

and thence along Michigan Highway 46 to Port Sanilac, Mich.

No. MC 48508 (Sub No. 2), dated January 7, 1949.

Salt, in bags, and in barrels, over irregular routes, from Akron, Rittman, and Wadsworth, Ohio, to Indianapolis, Ind.

Sheet steel, sheet steel pipe, gutters, and fittings, from Canton, Ohio, to Indianapolis, Ind.

Petroleum products, except those in containers, from St. Marys, W. Va., to Indianapolis, New Castle, Troy, Princeton, Terre Haute, Shelbyville, and Huntington, Ind.

Petroleum products, in containers, from Bradford, Emlenton, Farmer's Valley and Rouseville, Pa., to points in Indiana. From St. Marys, W. Va., to points in Indiana.

Fresh meats and packing-house products, from Indianapolis, Ind., to Buffalo, N. Y., New Castle, Pittsburgh and Sharon, Pa., and Galion, Ohio, and points in that part of Ohio bounded by a line beginning at Bucyrus and extending along U. S. Highway 30N to Mansfield, thence along U. S. Highway 30 to Canton, thence along U. S. Highway 62 to Youngstown, thence return along U. S. Highway 62 to Canfield, thence along U. S. Highway 224 to Attica, and thence along Ohio Highway 4 to Bucyrus, including points on the indicated portions of the highways specified.

Oils and greases (other than petroleum products), in containers, in truckloads, from St. Marys, W. Va., to Richmond, Muncie, and Anderson, Ind.

Corrugated fiber products, pulpboard, fiberboard, chipboard, and strawboard paper, in truckloads, from Indianapolis, Ind., to Aspinwall, Blawnox, Etan, Sharpsburg, Millvale, Wilkinsburg, Swissvale, Edgewood, Munhall, Homestead, Whitaker, Mt. Oliver, Dormont, Brentwood, Braddock, and Duquesne, Pa., South Buffalo, Grand Island, Tonawanda, North Tonawanda, Elwood Park, Kenmore, Snyder, Williamsville, Cheektowaga, Sloan, Doyle, Gardenville, Englewood, and Depew, N. Y., the port of entry at Buffalo, N. Y., points in Ohio, those in that part of West Virginia north and west of a line beginning at Huntington and extending along U. S. Highway 60 to Charleston, W. Va., thence along U. S. Highway 21 to the Ohio River, those in Pennsylvania west of a line beginning at the West Virginia-Pennsylvania State line and extending along U. S. Highway 19, via Washington and Pittsburgh, to Erie, Pa., and those in that part of New York; on U. S. Highway 20, between the Pennsylvania-New York State line, near Ripley, N. Y. and Buffalo, N. Y., including points on the indicated portions of the highways specified.

From Dayton, Ohio, to points in Indiana east of U. S. Highway 31, and those in Pennsylvania and New York specified above.

No. MC 48508 (Sub No. 3), dated March 3, 1944.

Packing-house products, over irregular routes, from Indianapolis, Ind., to Columbus, London, and Piqua, Ohio.

Semi-processed wire, from Cleveland, Ohio, to Greensburg, Ind.

Screen wire cloth, from Greensburg, Ind., to Louisville, Ky., Cincinnati, Cleveland, Columbus, and Youngstown, Ohio, and Erie and Pittsburgh, Pa.

No. MC 48508 (Sub No. 8), dated June 20, 1951.

Used empty steel drums and containers, over irregular routes, from Buffalo, N. Y., Pittsburgh, Pa., Detroit, Mich., Wheeling, W. Va., Akron, Canton, Cleveland, Columbus, Steubenville, Toledo, and Youngstown, Ohio, to Indianapolis, Ind.

Packing-house products, over regular routes, serving all intermediate points, restricted to delivery only, between Indianapolis, Ind., and Dayton, Ohio.

Between Indianapolis, Ind., and Clarksburg, W. Va.

Between Indianapolis, Ind., and Chattanooga, Tenn.

No. MC 48508 (Sub No. 10), dated February 29, 1952.

The commodities classified as meats, meat products and meat by-products in the appendix to the report in *Modification of Permits—Packing House Products*, 48 M. C. C. 623, in refrigerated trucks, over irregular routes, from Louisville, Ky., to points in the Boston, Mass., Commercial Zone, New York, N. Y., Commercial Zone, Philadelphia, Pa., Commercial Zone, and the Washington, D. C., Commercial Zone, as defined by the Commission, and to Rochester, Albany, Utica, and Buffalo, N. Y., and Baltimore, Md., and *empty containers*, on return.

No. MC 48508 (Sub No. 11), dated June 17, 1953.

Meats, meat products, and meat by-products, as defined by the Commission, over irregular routes, from Columbus, Ind., to New York, N. Y., Washington, D. C., Stamford and Hartford, Conn., Philadelphia and Wilkes-Barre, Pa., Huntington, W. Va., and Baltimore, Md.

No. MC 48508 (Sub No. 17) dated December 21, 1955.

Salad dressing, when moving in mixed shipments with oleomargarine and shortening, over regular routes, from Indianapolis, Ind., to Clarksburg, W. Va., serving the intermediate points of Fairmont, Morgantown, Elm Grove, and Wheeling, W. Va., restricted to delivery only.

Salad dressing, when moving in mixed shipments with oleomargarine and shortening, over irregular routes, from Indianapolis, Ind., to Buffalo, N. Y., Akron, Canton, and Youngstown, Ohio, and Pittsburgh, Pa.

No. MC 48844 (Sub No. 5), INSTITUTED ON January 3, 1958. Respondent: MALDWIN JAMES, doing business as JAMES TRANSFER, 1134 East Hawthorne Avenue, St. Paul 17, Minn. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 48844, dated March 23, 1942.

Empty malt beverage containers, over specified regular routes between Fremont, Nebr., and Minneapolis and St. Paul, Minn.

Malt beverages, from Minneapolis and St. Paul over said specified regular routes, to Fremont, serving the intermediate point of Mankato, Minn.; between Fremont, Nebr., and Chicago, Ill., as follows—*empty malt beverage containers*, from Fremont over U. S. Highway 30 to junction U. S. Highway 330, thence over U. S. Highway 330 to Chicago, and *malt beverages* from Chicago over the above-specified route to Fremont, serving no intermediate points.

No. MC 48844 Sub 1, dated March 23, 1942.

Malt beverages, over specified regular routes between St. Paul and Minneapolis, Minn., and Norfolk, Nebr.

Empty malt beverage containers from Norfolk to St. Paul and Minneapolis over said specified regular routes, serving no intermediate points; and between Fremont, Nebr., and Norfolk, Nebr., over U. S. Highway 275 for operating convenience only.

No. MC 48844 Sub 3, dated December 8, 1947.

Beer, over specified regular routes from St. Paul and Minneapolis, Minn., to Council Bluffs, Iowa, and Omaha, Nebr., and *empty beer containers* on return, serving no intermediate points.

No. MC 48844 Sub 4, dated January 12, 1951.

Malt beverages, over irregular routes, from Minneapolis and St. Paul, Minn., to Missouri Valley, Iowa, and Nebraska City, Nebr.; and from Milwaukee, Wis., to Fremont, Nebr.; and *empty containers* for malt beverages, on return.

No. MC 48991 (Sub No. 2) INSTITUTED ON January 3, 1958. Respondent: HUB CITY JOBBING CO., 26 South Central Avenue, Marshfield, Wis. Respondent's attorney: John T. Porter, 708 First National Bank Building, Madison 3, Wis. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 48991, dated March 16, 1944.

Agricultural commodities, flour, canned goods and syrups, over irregular routes, between Marshfield and Junction City, Wis., on the one hand, and, on the other, Winona, Wabasha, St. Paul, and Minneapolis, Minn., Benton Harbor, Mich., points in Illinois, and those in Indiana on and north of U. S. Highway 40.

Agricultural commodities, dressed veal, dairy products, lumber and veneer, and groceries, over regular routes, between Marshfield, Wis., and Chicago, Ill.

Seed, feed, poultry crates, egg crates, and empty milk containers, from Chicago to Marshfield; service is authorized to and from the intermediate point of Junction City, Wis.

Such merchandise as is dealt in by retail grocery stores, except *seed, feed, poultry crates, egg crates, and empty milk containers*, subject to a "Keystone" restriction, from Chicago over the above-specified route to Marshfield, and return over the same route with no transportation for compensation except as otherwise authorized; service is authorized to the intermediate point of Junction City, Wis., restricted to delivery only.

No. MC 50413 (Sub No. 7), INSTITUTED ON January 3, 1958. Respondent: KIRBERY TRANSPORTATION, INC., 425 Main Street, Woodbridge, N. J. Respondent's representatives: Bowes & Millner, 1060 Broad Street, Newark 2, N. J. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 50413, dated December 6, 1937.

Gasoline, kerosene, and heating oil, over specified regular routes, from Bayonne, N. J., to Allentown, Pa.; from Bayonne to Wilkes-Barre, Pa.; from Bayonne to Middletown, N. Y.

No. MC 50413 (Sub No. 3), dated April 21, 1955.

Building materials, except lumber and lumber products, *iron and steel*, except metal laths, *cut stone, slate, and brick*, over irregular routes, from Montrose and New York, N. Y., and Perth Amboy, South Amboy, South River, and Woodridge, N. J., to all points in Connecticut, and points in New York within 150 miles of New York, N. Y.

No. MC 50413 (Sub No. 5), dated December 6, 1956.

Fuel oil, in bulk, in tank vehicles, over irregular routes, from Wind Gap, Pa., to Phillipsburg, N. J.

No. MC 50413 (Sub No. 6), dated November 30, 1956.

Bituminous materials, sand, crushed stone, gravel, cement, and building contractors' equipment and supplies, over irregular routes, between Union City, N. J., on the one hand, and, on the other, points in New Jersey and New York within 100 miles of Union City, N. J.; between Linden, N. H., on the one hand, and, on the other, points in New Jersey and New York within 100 miles of Linden, N. J.; between Secaucus, N. J., on the one hand, and, on the other, points in New Jersey and New York within 100 miles of Secaucus, N. J.; between Suffern, N. Y., on the one hand, and, on the other, points in New Jersey and New York within 100 miles of Suffern, N. Y.

No. MC 53321 (Sub No. 3) INSTITUTED ON January 3, 1958. Respondent: RAU CARTAGE, INC., 1107 East Noble Avenue, Box 403, Monroe, Mich. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public

convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 53321, dated February 21, 1956.

Paper and paper products, over irregular routes, from Monroe, Mich., and Baltimore, Ohio, to points in Ohio and Michigan; and

Scrap paper and waste paper, from points in Ohio and Michigan, to Monroe, Mich., and Baltimore, Ohio.

Shop handling equipment, skids, wood, and metal platforms and stock boxes, lawn rollers, and steel castings, from Monroe, Mich., to points in Ohio; and

Foundry supplies, brick, carbide, and stone, from points in Ohio to Monroe, Mich.

Acetylene and oxygen gas in containers, from Toledo, Ohio, to Monroe, Mich.; and

Empty acetylene and oxygen gas containers, from Monroe, Mich., to Toledo, Ohio.

No. MC 59142 (Sub No. 7), INSTITUTED ON January 3, 1958. Respondent: FRED FAIRALL CONSTRUCTION COMPANY, West First Street, Uhrichsville, Ohio. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 59142, dated June 28, 1941.

Petroleum products, in containers, and used empty petroleum products containers, over irregular routes, between Oil City, Pa., and points within five miles of Oil City, on the one hand, and, on the other, points in Ohio.

Clay products, between points in Tuscarawas and Jefferson Counties, Ohio, on the one hand, and, on the other, points in that part of Pennsylvania on and west of U. S. Highway 220, and those in West Virginia on and west of U. S. Highway 219.

No. MC 59142 (Sub No. 1), dated July 18, 1939.

Clay products, between points in Tuscarawas and Jefferson Counties, Ohio, on the one hand, and points in Indiana and Michigan, on the other.

No. MC 59142 (Sub No. 6), dated July 3, 1950.

Clay products, empty containers, skids and boards, used in connection with the transportation of clay products, over irregular routes; between points in Tuscarawas County, Ohio, on the one hand, and, on the other, points in Kentucky, Virginia, Maryland, those in Pennsylvania east of U. S. Highway 220, those in West Virginia east of U. S. Highway 219, and those in New York on and west of U. S. Highway 11 from the New York-Pennsylvania State line, to Watertown, N. Y., and on and south of New York Highway 12-F from Watertown to Black River Bay; between points within one mile of Bowerston, Harrison County, Ohio, including Bow-

erston, on the one hand, and, on the other, points in Pennsylvania, West Virginia, Indiana, Michigan, Kentucky, Virginia, Maryland, and those in New York on and west of U. S. Highway 11 from the New York-Pennsylvania State line to Watertown, N. Y., and on and south of New York Highway 12-F from Watertown to Black River Bay.

Empty containers, skids, and boards used in connection with the transportation of clay products, from the presently authorized destination points to the respective origin points.

No. MC 59235 (Sub No. 11), INSTITUTED ON January 3, 1958. Respondent: J. H. NOWINSKY TRUCKING COMPANY, (A Corporation), Hatley, Wis. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 59235, dated May 11, 1956.

Paper and paper products, over specified regular routes from Tomahawk, Wis., to Chicago, Ill., serving the intermediate and off-route points of Merrill and Mosinee, Wis., and those in the Town of Bradley, Lincoln County, Wis., Waukegan, Winnetka, Wilmette, Evanston, Chicago Heights and Joliet, Ill., and the Chicago, Ill. Commercial Zone as defined by the Commission.

Materials, supplies and equipment used in the manufacture of paper and paper products, from Chicago, Ill., to Tomahawk, Wis., serving the intermediate and off-route points of Merrill and Mosinee, Wis., and those in the Town of Bradley, Lincoln County, Wis., Waukegan, Winnetka, Wilmette, Evanston, Chicago Heights, and Joliet, Ill., and the Chicago, Ill. Commercial Zone as defined by the Commission.

Veal and eggs, from Edgar, Wis., to Chicago, Ill., serving all intermediate and off-route points in Marathon County, Wis.

Such merchandise as is handled in rural stores, from Chicago, Ill., to Edgar, Wis., serving all intermediate and off-route points in Marathon County, Wis.

Paper and paper products, over irregular routes from Tomahawk, Merrill and Mosinee, Wis., and points in the Town of Bradley, Lincoln County, Wis., to Menasha, Wis.

No. MC 59235 Sub 9, dated November 17, 1954.

Feed and fertilizer, over irregular routes, from Chicago, Ill., to points in Wisconsin south of U. S. 8.

Pickles, cabbage and cucumbers, from Watertown, Wis., to Chicago, Ill.

Pickles, cabbage, cucumbers and sauerkraut, from Trevor, Wis., to Chicago, Ill.

Wire, wire products and fencing supplies, from Sterling, Ill., to points in Wisconsin south of U. S. Highway 8.

No. MC 59235 Sub 10, dated July 6, 1955.

Farm machinery and farm supplies, over irregular routes, from Chicago, Ill.,

and points in Illinois in the Chicago, Ill., Commercial Zone, to Madison, Wis., and points in Wisconsin within 200 miles of Madison located on, north and east of U. S. Highway 12.

Seed and fertilizer, from Madison, Wis., to points in Illinois on and north of U. S. Highway 30.

Cucumbers, in salt water brine, in bulk, in tank vehicles, from points in Barron, Buffalo, Chippewa, Dunn, Jackson, Pepin, Rusk, and Trempealeau Counties, Wis., to West Chicago, Ill., and used salt water brine, on return.

Casein, feed, casein equipment and empty containers for casein, between points in that part of Wisconsin bounded by a line beginning at Antigo, Wis., and extending along Wisconsin Highway 47 to Appleton, Wis., thence along U. S. Highway 41 to Fond du Lac, Wis., thence along Wisconsin Highway 23 to Wisconsin Dells, thence along U. S. Highway 12 to Eau Claire, Wis., thence along U. S. Highway 53 to Bloomer, Wis., and thence along Wisconsin Highway 64 to point of beginning, including points on the indicated portions of the highways specified, on the one hand, and, on the other, Chicago, Ill.

Canned goods, from Pittsville, Wis., to Chicago, Ill.

Clothing, from Wisconsin Rapids, Wis., to Chicago, Ill.

Cloth, from Chicago, Ill., to Wisconsin Rapids, Wis.

Paint, paint supplies, and wall paper, between Wisconsin Rapids, Wis., and Chicago, Ill.

Such merchandise as is dealt in by wholesale food business houses, and, in connection therewith, *equipment, materials and supplies* used in the conduct of such business, subject to a "Keystone" restriction, between Chicago, Ill., on the one hand, and, on the other, points in Wisconsin lying on, north and east of U. S. Highway 12, including points therein.

No. MC 59940 (Sub No. 1), INSTITUTED ON January 3, 1958. Respondent: P. SALDUTTI & SON, INC., 521 Raymond Boulevard, Newark, N. J. Respondent's representative: A. David Millner, 1060 Broad Street, Newark 2, N. J. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 59940, dated March 29, 1955.

General commodities, when received from, or delivered to, port facilities, or places of storage before or after a movement by water, for persons who are commonly known as exporters, importers, brokers, or steamship agents, over irregular routes, between points in New Jersey and New York within 30 miles of Newark, N. J., including Newark.

Absorbent cotton, acids, acid compounds, asphaltum, cement, chalk, chemicals, chemical compounds, distilled pine products, drugs, enamels, gases, greases,

lacquers, lime, metals, minerals, natural and synthetic resins and gums, naval stores, oils, paint, pitch, plaster, soap, solvents, surgical dressings, tallow, tar, varnished, wax and whiting, in containers only; leather, and rope; and equipment, materials and supplies, used by persons engaged in the manufacture, production, distribution, or sale of the aforesaid commodities; for persons who are engaged in the manufacture, production, distribution, or sale of the aforesaid commodities, between Newark, N. J., and points in New Jersey and New York, within 30 miles of Newark, on the one hand, and, on the other, points in Connecticut, New Jersey, New York, and Pennsylvania, within 125 miles of Newark.

Machinery, and contractors' equipment and supplies, building, construction and repair materials (including those made of iron and steel), for persons who are engaged in the business of construction or repair of bulkheads, canal lock gates, dry docks, piers, water tanks and towers, and the laying and coating of pipe lines, between Newark, N. J., and points in New Jersey and New York, within 30 miles of Newark, on the one hand, and, on the other, points in Connecticut, New Jersey, New York, and Pennsylvania, within 125 miles of Newark.

No. MC 60253 (Sub No. 19) INSTITUTED ON January 3, 1958. Respondent: AGNES METZ, doing business as ARLINGTON TRUCK COMPANY, 524 Oregon Road, Toledo 5, Ohio. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 60253, dated June 8, 1942.

Glass, over irregular routes, between Toledo, Ohio, and points in Ohio within five miles of Toledo, on the one hand, and, on the other, Ottawa, Ill., and points within five miles of Ottawa, Ill. From Toledo, Ohio, and Ottawa, Ill., and points within five miles of each, to Buffalo, N. Y., Chicago, and Peoria, Ill., and points in Ohio, those in Indiana on and north of U. S. Highway 36, and those in Michigan on and south of U. S. Highway 16.

No. MC 60253 (Sub No. 2), dated July 25, 1956.

Plate glass, laminated glass, and glass building materials, and fittings therefor, from Toledo, Ohio, to points in that part of New York on and west of a line beginning at Lake Ontario and extending due south in a straight line through Rochester, N. Y., to junction U. S. Highway 15, and thence along U. S. Highway 15 through Wayland, Bath, and Painted Post, N. Y., to points in that part of Pennsylvania on and west of a line beginning at the Pennsylvania-New York State line, and extending along U. S. Highway 15 through Mansfield, Pa., to Williamsport, Pa., and thence along

U. S. Highway 220 through Lock Haven and Altoona, Pa., to Pennsylvania-Maryland State line, and

Empty containers and bucks and blocking, used in connection with the transportation of the above-specified commodities, on return.

Plate and laminated glass, and bent or flat glass building slabs, from Toledo, Ohio, and points within five miles of Toledo, to points in Michigan on and north of U. S. Highway 16, and those in Illinois on and north of U. S. Highway 24.

No. MC 60253 (Sub No. 7), dated October 19, 1951.

Plate glass, laminated glass, and glass building materials and fittings therefor, over irregular routes, from Toledo, Ohio, and points within five miles thereof, to Danville, Springfield, and Decatur, Ill., Evansville and Terre Haute, Ind., Davenport and Sioux City, Iowa, Charleston, W. Va., and Milwaukee, Wis., and empty containers and bucks and blocking used in connection with the transportation of the above-specified commodities, on return.

No. MC 60253 (Sub No. 8), dated January 24, 1951.

Plate glass, and glass doors and the fittings therefor, over irregular routes, from Toledo, Ohio, and points within five miles of Toledo, to Louisville, Ky., and empty containers, used in connection with the transportation of the above-commodities, on return. Authority is granted to traverse Indiana for operating convenience only.

No. MC 60253 (Sub No. 11), dated February 7, 1955.

Plate glass, laminated glass, and glass building materials and fittings therefor, from Toledo, Ohio, to Lexington, Ky., and empty containers, bucks and blocking used in connection with the transportation described above, on return.

No. MC 60253 (Sub No. 13), dated June 29, 1954.

(a) *Plate glass and laminated glass and fittings therefor, and (b) glass building materials and fittings therefor not included in (a) above, over irregular routes, from Toledo, Ohio, to points in Wisconsin except Eau Claire, La Crosse, Madison, Janesville, and Milwaukee, Wis., and empty containers and bucks and blocking used in connection with the transportation of the above-specified commodities, on return.*

No. MC 60253 (Sub No. 15), dated May 18, 1955.

Plate glass, laminated glass, and glass building materials and fittings therefor, over irregular routes, from Toledo, Ohio, to St. Louis, Mo., and Materials used in packing, blocking, and bracing of such commodities incidental to their transportation, on return.

No. MC 60253 (Sub No. 17), dated August 16, 1955.

Machinery, equipment, materials, and supplies used in connection with the manufacture, processing and transportation of plate glass, laminated glass, and glass building materials and fittings therefor, in quantities of not more than 5,000 pounds on any one vehicle, between Toledo, Ohio, and points within five miles thereof, on the one hand, and, on

the other, Ottawa, Ill., and points within five miles thereof.

No. MC 60987 (Sub No. 5), INSTITUTED ON January 3, 1958. Respondent: PICKETT TRUCK LINE INCORPORATED, 211 East 23d Street, Chicago 16, Ill. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 60987, dated August 11, 1953.

Materials, supplies, and equipment used or useful in the maintenance and operation of printing houses, over a regular route, between Crawfordsville, Ind., and Chicago, Ill., with service to and from the intermediate and off-route points in the Chicago, Ill., Commercial Zone as defined by the Commission.

Printed matter, over irregular routes, from Crawfordsville, Ind., to Louisville, Ky., St. Louis, Mo., and points in Ohio and Illinois; from Chicago, Ill., to Crawfordsville, Ind., and points in that part of Indiana north of a line beginning at Effner and extending along U. S. Highway 24 to Huntington, thence along U. S. Highway 224 to the Indiana-Ohio State line, including points on the indicated portions of the highways specified; from points in the Chicago, Ill., Commercial Zone as defined by the Commission (except Chicago), to Crawfordsville, Ind.

No. MC 61157 (Sub No. 4), INSTITUTED ON January 2, 1958. Respondent: WHITE MOTOR TRANSPORTATION CO., INC., 125 Hillside Avenue, South River, N. J. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 61157, dated February 19, 1951.

Clay products and refractory products, over irregular routes between points in Middlesex County, N. Y., on the one hand, and, on the other, points in Connecticut, New York, New Jersey, and Pennsylvania within 150 miles of South River, N. J., and undeliverable or refused clay products and refractory products, upon original movement from points in Middlesex County, N. J., between points in Connecticut, New York, New Jersey, and Pennsylvania within 150 miles of South River, N. J.

No. MC 61157 Sub 3, dated February 19, 1951.

Brick, building blocks and refractory products from Sayreville, N. J., to points in Connecticut, Delaware, District of Columbia, Maryland, Massachusetts, New York, Pennsylvania, Rhode Island, and Virginia which are located within 250 miles of Sayreville.

No. MC 61963 (Sub. No. 2), INSTITUTED ON January 3, 1958. Respondent: HARRY COHEN, BENJAMIN COHEN AND JACOB COHEN, doing business as COHEN BROTHERS, 916 Grand Street, Brooklyn, N. Y. Respondent's representative: William D. Traub, 10 East 40th Street, New York 16, N. Y. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 61963, dated October 14, 1952.

Tin plate,terne plate,black plate, and cold and hot rolled sheets, over irregular routes, between New York, N. Y., on the one hand, and, on the other, points in Bergen, Passaic, Morris, Essex, Hudson, Union, and Middlesex Counties, N. J.

NOTE: Application under section 212 (c) also filed January 13, 1958.

No. MC 64819 (Sub. No. 2), INSTITUTED ON January 3, 1958. Respondent: C. D. GAMMON COMPANY, 1958 West Carroll Street, Chicago, Ill. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 64819, dated May 22, 1957.

Iron, steel, copper and brass articles, structural steel, paints, and machinery, over irregular routes, from De Kalb, Joliet and Waukegan, Ill., and points in the Chicago, Ill., Commercial Zone, as defined by the Commission, to Chicago, Ill., and points in Illinois, Indiana, and Wisconsin within 150 miles of Chicago.

Aluminum products, from the site of the warehouse of Joseph T. Ryerson and Son, Inc., in Chicago, Ill., to points in Indiana and Wisconsin within 150 miles of Chicago.

No. MC 64966 (Sub. No. 3), INSTITUTED ON January 3, 1958. Respondent: ALBERT OCHROCH AND CHARLES OCHROCH, doing business as OCHROCH TRANSPORTATION CO., 1931 North Franklin Street, Philadelphia 22, Pa. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 64966, dated December 16, 1949.

Petroleum lubricants and cleaning oils, in containers, and *advertising material and premiums, display racks, cleaning machines, and sheet-metal ware*, used in

the distribution and consumption of petroleum lubricating and cleaning oils, over irregular routes, from Philadelphia, Pa., to points in New York, New Jersey, Delaware, and the District of Columbia, those in Virginia north and east of a line beginning at Norfolk, Va., and extending along U. S. Highway 460 to Petersburg, Va., thence along U. S. Highway 1 to the Potomac River, other than points in Accomac and Northampton Counties, Va., and those in Maryland east of a line beginning at Chevy Chase, Md., and extending along U. S. Highway 240 to Frederick, Md., thence along U. S. Highway 15 to the Maryland-Pennsylvania State line, including points on the indicated portions of the highways specified.

No. MC 64966 (Sub. No. 1), dated November 10, 1950.

Paper, paper products, rubber printing plates, and machinery, equipment, and supplies, used or useful in the manufacturing and processing of such commodities, over irregular routes, from New York, N. Y., to points in Connecticut, Massachusetts, New York, New Jersey, and Pennsylvania, within 100 miles of City Hall, New York, N. Y.; from Philadelphia and Manayunk, Pa., and Garwood, Milford, and Whippany, N. J., to New York, N. Y.

No. MC 65527 (Sub. No. 11), INSTITUTED ON January 3, 1958. Respondent: BOYLE BROTHERS, INC., 18 Lincoln Highway, South Kearny, N. J. Respondent's attorney: Robert H. Shertz, 811-819 Lewis Tower Bldg., 225 South Fifteenth Street, Philadelphia 2, Pa. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 65527, dated March 6, 1951.

Building material and supplies, insulating materials, gypsum, gypsum products, sprinkler system, plumbing and heating equipment and supplies, and metal products, over irregular routes, between New York, N. Y., Newark, N. J., and points within 15 miles of Newark, on the one hand, and on the other, points in Connecticut and New Jersey, those in Susquehanna, Wayne, Wyoming, Lackawanna, Pike, Monroe, Luzerne, Carbon, Northumberland, Schuylkill, Columbia, Dauphin, Lebanon, Lancaster, Berks, Lehigh, Northampton, Montgomery, Bucks, Philadelphia, Delaware, Chester, and York Counties, Pa., and those in New York south and east of a line beginning at the New York-Vermont State line and extending along New York Highway 7 to Binghamton, N. Y., thence along U. S. Highway 11 to the New York-Pennsylvania State line, including points on the indicated portions of the highways specified.

Building and roofing supplies and materials, sashweights, counterweights, metallic castings and scrap, and materials, supplies, and equipment, used or useful in the manufacture and installation of

sashweights and counterweights, between Philadelphia, Pa., on the one hand, and, on the other, points in Maryland, New Jersey, Delaware, that part of New York south of U. S. Highway 6, and the District of Columbia.

Articles used or useful in the installation of building materials, and *building materials*, other than lumber, mill-work, structural steel, and hardware, between Philadelphia, Pa., on the one hand, and, on the other, New York, N. Y., and points in New Jersey and Delaware.

Brick and tile, from points in Middlesex County, N. J., to Philadelphia, Pa., and points in that part of New York south and east of a line beginning at the New York-Vermont State line and extending along New York Highway 7 to Binghamton, N. Y., thence along U. S. Highway 11 to the New York-Pennsylvania State line, including points on the indicated portions of the highways specified.

Lime products, from Farnams, Mass., to points in Connecticut, Massachusetts, Rhode Island, and New York.

Limestone, from Falls Village, Conn., to points in Connecticut, Massachusetts, Rhode Island, and New York.

Building materials, except structural steel, between Harrison and Jersey City, N. J., and New York, N. Y., on the one hand, and, on the other, points in Massachusetts, Rhode Island, and those in New York north and west of a line beginning at the New York-Vermont State line and extending along New York Highway 7 to Binghamton, N. Y., thence along U. S. Highway 11 to the New York-Pennsylvania State line, excluding points on the indicated portions of the highways specified.

Concrete slabs, between Jersey City, N. J., and Wilmington, Del.

Empty shells, projectiles and bombs used for testing purposes only, from Harrison, N. J., to U. S. Army Proving Grounds at Aberdeen, Md., and U. S. Navy Proving Grounds at Dahlgren, Va.

Scrap shells, projectiles and bombs, from the above-specified destination points to Harrison, N. J.

General commodities, except dangerous explosives, Household goods as defined by the Commission, liquid commodities in bulk, building material and supplies, insulating material, gypsum, gypsum products, sprinkler systems, plumbing and heating equipment and supplies, and metal products, between New York, N. Y., on the one hand, and, on the other, Trenton and Camden, N. J., points in Monmouth, Middlesex, Somerset, Morris, Passaic, Bergen, Hudson, Essex, and Union Counties, N. J., and Philadelphia, Pa.

RESTRICTION: This service is limited to a service wherein motor vehicles, accompanied by drivers employed by applicant and who operate such vehicles, are assigned to shippers under continuing contracts, for the exclusive use of each individual in transporting such shipper's property.

No. MC 66277 (Sub. No. 3), INSTITUTED ON January 2, 1958. Respondent: ARROW FREIGHT LINES, INC., 42 Catalina Drive, Springfield, Mass. Respondent's attorney: Joseph D. Rosenbloom,

95 State Street, Springfield 3, Mass. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 66277, dated October 5, 1956.

New household furnishings and new furniture, uncrated, over irregular routes between West Springfield, Mass., and points in Massachusetts within ten miles thereof, on the one hand, and, on the other, points in New Hampshire, Vermont, Connecticut, New York, and New Jersey.

No. MC 66883 (Sub No. 6), INSTITUTED ON January 3, 1958. Respondent: SPRAGUE & McCORMICK, INC., 9641 South Ewing Avenue, Chicago, Ill. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 66883, dated January 18, 1954.

IRREGULAR ROUTES:

Cheese and powdered milk, from Kentland, Ind., to Chicago, South Chicago, Calumet City, and Peoria, Ill.

Dressed poultry, packing-house products, and miscellaneous supplies usually sold by packing houses, from Chicago, Ill., to points in that part of Indiana bounded by a line beginning at the Illinois-Indiana State line and extending along Indiana Highway 34 to junction Indiana Highway 63, thence along a line through Williamsport, Ind., to Otterbein, Ind., thence along U. S. Highway 52 to Indianapolis, Ind., thence along U. S. Highway 40 to the Illinois-Indiana State line, and thence along the Illinois-Indiana State line to point of beginning including points on the indicated portions of the highways specified.

Packing-house products, and materials, supplies, and equipment, used or useful in meat packing houses, between Chicago, Ill., and points in Illinois and Indiana within 50 miles of Chicago, on the one hand, and, on the other, points in that part of Indiana bounded by a line beginning at the shore of Lake Michigan and extending east along the Michigan-Indiana State line to junction of Indiana Highway 9, thence south along Indiana Highway 9 to junction U. S. Highway 30, thence east along U. S. Highway 30 to the Indiana-Ohio State line, thence south along said State line to junction U. S. Highway 40, thence west along U. S. Highway 40 to Indianapolis, thence north along U. S. Highway 31 to junction Indiana Highway 28, thence west along Indiana Highway 28 to junction U. S. Highway 52, thence northwest along U. S. Highway 52 to junction U. S. Highway 24, thence west

along U. S. Highway 24 to the Illinois-Indiana State line, thence north along said State line to the shore of Lake Michigan to the point of beginning, including points on the indicated portions of the highway specified, except Indianapolis.

Such merchandise as is dealt in by wholesale, retail, and chain grocery and food business houses, and in connection therewith, *equipment, materials, and supplies*, used in the conduct of such business, between points within the territory bounded by a line beginning at Galena, Ill., and extending in a southeasterly direction to Savanna, Ill., thence south to Galesburg, Ill., thence east to Onarga, Ill., thence in a northeasterly direction to Warsaw, Ind., thence north to Goshen, Ind., thence in a northwesterly direction through Niles, Mich., to Bridgman, Mich., thence along the shore of Lake Michigan to Winthrop Harbor, Ill., and thence west through South Beloit and Warren, Ill., to Galena, including the points named.

Such commodities as are dealt in by meat-packing houses, and in connection therewith, *equipment, materials, and supplies* used in the conduct of such business, subject to a "Keystone" restriction, between Chicago, Ill., on the one hand, and, on the other, points in that part of Indiana bounded by a line beginning at Indianapolis, Ind., and extending along U. S. Highway 52 to junction Indiana Highway 28, thence along Indiana Highway 28 to junction U. S. Highway 31, and thence along U. S. Highway 31 to point of beginning, including points on the indicated portions of the highways specified.

No. MC 66955 (Sub No. 4), INSTITUTED ON January 3, 1958. Respondent: PARK TRANSPORTATION COMPANY, 1717 Park Avenue, St. Louis 4, Mo. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 66955, dated June 24, 1941. *Metal culvert pipe, metal roofing, and metalware*, over irregular routes, from St. Louis, Mo., to points in Arkansas, Kentucky, and those in Illinois south of Hancock, McDonough, Fulton, Tazewell, McLean, Ford, and Iroquois Counties.

Clay sewer pipe, drain tile, flue lining, wall coping, and concrete pipe, and fittings therefor, from St. Louis, Mo., to points in that part of Illinois described above.

Manufactured iron and steel articles, from St. Louis, Mo., and points in Madison County, Ill., to Shreveport, La., and points in Arkansas, Illinois, Indiana, Kansas, Kentucky, Missouri, Nebraska, Iowa, Ohio, Oklahoma, and Tennessee; from Portsmouth and Martins Ferry, Ohio, to St. Louis, Mo.

No. MC 68052 (Sub No. 3), INSTITUTED ON January 2, 1958. Respondent:

DARNALL TRUCKING CO., INC., Route No. 3, Buckhannon, W. Va. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 68052, dated July 13, 1950.

Automobiles, in initial movements, in truckaway service, over irregular routes from Detroit, Mich., to Weston, W. Va., and to points in Randolph, Ritchie, Taylor, Harrison, Webster, Barbour, Tucker, Preston, Wetzel, and Tyler Counties, W. Va.

Trucks and chassis, in initial movements, in driveaway service, over irregular routes from Warren Township, Macomb County, Mich., to Elkins, W. Va.

No. MC 69752 (Sub No. 16), INSTITUTED ON January 3, 1958. Respondent: ZUZICH TRUCK LINE, INC., 120 Kansas Avenue, Kansas City, Kans. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 69752, dated December 20, 1956.

Packing-house products, and supplies restricted to items incidental to and directly connected with the business of the slaughtering of animals and the preservation and sale of meats but not including dairy products, over specified regular routes, between Kansas City, Kans., and Chicago, Ill., serving the intermediate points of Kansas City, Boonville, Columbia, Mexico, Louisiana, Chillicothe, Shellbina, Hannibal, and St. Louis, Mo., Jacksonvill, Springfield, Bloomington, Joliet, and East St. Louis, Ill., and the off-route points of St. Joseph, Trenton, Sedalia, Joplin, Springfield, and Jefferson City, Mo., Rock Island, Quincy, Peoria, Washington, Eureka, Morton, Kankakee, Blue Island, Morrison, Grays Lake, Dixon, and Freeport, Ill., points in the Chicago, Ill., Commercial Zone, as defined by the Commission (other than those within the municipal limits of Chicago), points in the Kansas City, Kans.-Kansas City, Mo., Commercial Zone, as defined by the Commission (other than those within the municipal limits of Kansas City, Mo., and Kansas City, Kans.), and those in Missouri within two miles of the corporate limits of St. Joseph, Mo.

Packing-house products, fresh, cured, and pickled meats, dressed poultry, eggs, dairy products, and articles merchandised by packing houses, from Kansas City, Kans., to Bartlesville, Okla., serving the intermediate points of Cleveland, Hominy, Pawhuska, and Barnsdall, Okla., for delivery only.

Packing-house products, supplies, materials, and equipment, from Kansas City, Mo., to Tulsa, Okla., serving the intermediate point of Kansas City, Kans.

Canned goods, over irregular routes, from Chicago, Washington, Morton, Eureka, Blue Island, and Morrison, Ill., to St. Louis, Chillicothe, Springfield, Joplin, Trenton, St. Joseph, and Kansas City, Mo., and Kansas City, Kans.

Butter, eggs (dried, fresh, or frozen), and *poultry*, from Sedalia and Trenton, Mo., to Calumet, Chicago, and Rock Island, Ill.

Cheese, from Chicago, Ill., to Kansas City, and St. Joseph, Mo., and Kansas City, Kansas.

Butter, cheese, eggs, and poultry, from Kansas City, Mo., and Kansas City, Kans., to Peoria and Chicago, Ill., and *supplies* incidental to and directly connected with the preservation, sale, processing and manufacture of butter, cheese, eggs and poultry, from Peoria and Chicago, Ill., to Kansas City, Mo., and Kansas City, Kans.

Fresh meat and packing-house products, from Kansas City, Kans., to Cameron, Hamilton, Nettleton, Breckenridge, Mooresville, Utica, Chillicothe, Wheeling, Meadville, Laclede, Linneus, Purdin, Browning, Milan, Reger, Humphreys, Galt, Trenton, Jamesport, Gallatin, Green City, Greencastle, Novinger, Connelville, Kirksville, Sublette, Greentop, Queen City, Lancaster, Downing, Memphis, Greensburg, Ruthledge, Baring, Edina, Hurdland, Gibbs, Brashear, Axtell, Shelbyville, Bethel, Leonard, Novelty, Excello, Millard, La Plata, Lovelake, Atlanta, Brookfield, Bucklin, New Cambria, Callao, Bevier, Macon, Anabel, Clarence, Lentner, Shelbyville, Hunnewell, Monroe City, Glenwood, and Elmer, Mo.

Such merchandise as is dealt in by meat-packing companies, and in connection therewith, *equipment, materials, and supplies* used in the conduct of such business, subject to a "Keystone" restriction, between Kansas City, Kans., on the one hand, and, on the other, East Chicago and Gary, Ind., and points in Illinois.

Fresh meats, packing-house products and such other commodities as are dealt in or distributed by packing houses, and *equipment, materials, and supplies* used in the conduct of packing houses, and *advertising matter* used in promoting the sale of such commodities, subject to a "Keystone" restriction, from Ottumwa, Iowa, to Lancaster, Greentop, Queen City, Sublette, Kirksville, Millard, La Plata, Lovelake, Atlanta, Axtell, Macon, Bovier, Callao, New Cambria, Linneus, Bucklin, Brookfield, Laclede, Meadville, Wheeling, Chillicothe, Utica, Mooresville, Breckenridge, Nettleton, Hamilton, Cameron, Polo, Kingston, Jacksonville, Glasgow, Mexico, Carrollton, Brunswick, Keytesville, Salisbury, Moberly, Paris, Huntsville, Columbia, Fulton, Jefferson City, and Marcelline, Mo.

No. MC 69752 (Sub No. 15), dated April 1, 1957.

Meats, meat products, and meat by-products as defined by the Commission over irregular routes, from Peoria, Ill., and Des Moines, Dubuque, Cedar-Rapids, Marshalltown, Fort Dodge, and Mason City, Iowa to Arkansas City, Kans., and

empty containers used in transporting the above described commodities, on return.

No. MC 72273 (Sub No. 3), INSTITUTED ON January 3, 1958. Respondent: J. B. MONTGOMERY, INC., 2430 East 40th Avenue, Denver 5, Colo. Respondent's attorney: Charles W. Singer, 1825 Jefferson Place NW., Washington 6, D. C. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 72273, dated August 31, 1943. *Dried beans*, over irregular routes, from points in Colorado on and east of U. S. Highway 87 and on and north of U. S. Highway 50, to Des Moines, Iowa, and points in Illinois north of a line extending from a point on the Missouri-Illinois State line directly west of Springfield, Ill., through Springfield, to the Illinois-Indiana State line.

Such commodities as are usually dealt in by wholesale or retail hardware and automobile-accessory business houses, and in connection therewith, *equipment, materials, and supplies* used in the conduct of such businesses, subject to a "Keystone" restriction, from Chicago, Ill., to Sterling, Fort Morgan, Yuma, Loveland, and Colorado Springs, Colo., and Fremont, Hastings, Kearney, Superior, York, Sidney, Alliance, Scottsbluff, Beatrice, Gering, Morrill, and North Platte, Neb.

Such commodities, as are usually dealt in, or used by, meat, fruit and vegetable packing houses, subject to a "Keystone" restriction, between Denver, Colo., and Chicago and Blue Island, Ill., on the one hand, and, on the other, points in Kansas, Nebraska and Iowa, those in Colorado on and east of U. S. Highway 87 and on and north of U. S. Highway 50, and those in Illinois north of a line extending from a point on the Missouri-Illinois State line directly west of Springfield, Ill., through Springfield, to the Illinois-Indiana State line.

Such commodities as are usually dealt in, or used by, wholesale and retail department stores, subject to a "Keystone" restriction, between Denver, Colo., and Chicago and Blue Island, Ill., on the one hand, and, on the other points in Kansas, Nebraska, and Iowa, those in Colorado on and east of U. S. Highway 87 and on and north of U. S. Highway 50, and those in Illinois north of a line extending from a point on the Missouri-Illinois State line directly west of Springfield, Ill., through Springfield, to the Illinois-Indiana State line.

No. MC 76180 (Sub No. 7), INSTITUTED ON January 3, 1958. Respondent: CLARENCE OLIVER ASHFORTH, doing business as CLARENCE O. ASHFORTH, 240 Weston Street, Waltham 54, Mass. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating

authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 76180, dated May 22, 1943.

Studio couches and chairs, uncrated, *mattresses, pillows, new bedding, beds and parts thereof, waterproof cloth, and advertising material*, over irregular routes, from Newton, Mass., to Paterson, Newark, Trenton, and Camden, N. J., Philadelphia, Harrisburg, and Reading, Pa., points in Connecticut, Rhode Island, New Hampshire, Vermont, New York, and those in that part of Maine south and east of a line beginning at the New Hampshire-Maine State line and extending along U. S. Highway 2 to Lincoln, Maine, thence along Maine Highway 16 to the boundary of the United States and Canada, including points on the indicated portions of the highways specified.

Tickling, from Jewett City, Conn., and New York, N. Y., to Newton, Mass.

Finished lumber, cut for furniture frames, from Bath, Maine, to Newton, Mass.

Excelsior, from Manchester, N. H., to Newton, Mass.

NOTE: Respondent is authorized to conduct *common carrier* operations by virtue of Certificate No. MC 52695, dated July 30, 1942.

No. MC 78705 (Sub No. 12), INSTITUTED ON January 3, 1958. Respondent: McLAIN TRUCKING, INC., 1242 North Jefferson Street, Muncie, Ind. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 78705, dated July 25, 1956.

IRREGULAR ROUTES:

Castings, from Fostoria, Ohio, to Muncie and Newcastle, Ind.; from Muncie, Ind., to Fostoria, Ohio.

Rough castings (auto parts rough), *iron and steel rough castings and stampings*, and *nuts and bolts*, from Muncie, Ind., to Detroit, Mich.

Rough forgings, from Portland, Ind., to Detroit, Mich.

Rough bars, from Canton and Massillon, Ohio, to Portland, Ind.

Transmissions and transmission parts, from Muncie, Ind., to Toledo, Delphos, and Springfield, Ohio, Detroit, Mich., Chicago, Ill., and Cortland, Buffalo, and New York, N. Y.; and

Rejected and damaged transmissions and transmission parts, on return.

Automobile engine driving gear or steering gear parts, from Toledo, Ohio, to Muncie, Ind.

Castings and parts, from Muncie, Ind., to Springfield, Ohio.

Iron and steel bars, from Detroit, Mich., Massillon and Canton, Ohio, and Chicago, Ill., to Portland and Muncie,

Ind.; from Fostoria, Ohio, to Muncie, Ind.

Bearings, from Syracuse and Jamestown, N. Y., to Muncie, Ind.; from Poughkeepsie, N. Y., to Muncie, Ind.

Miscellaneous auto parts, from Detroit, Mich., to Muncie, Ind.

Steering wheels, between Portland, Ind., and Detroit, Mich.

Transmissions and control parts, between Muncie, Ind., and Detroit, Mich.

Iron and steel castings, between Muncie, Ind., on the one hand, and on the other, the site of the Chrysler plant at Trenton, Mich., and the site of the Studebaker-Packard Corporation plant at Utica, Mich.

Engine parts, driving gear (running gear) parts, steering gear parts, transmissions and control parts, between Muncie, Ind., and the site of the Studebaker-Packard Corporation plant at Utica, Mich.

Steering wheels, between Portland, Ind., and the site of the Studebaker-Packard Corporation plant at Utica, Mich.

Skids and pallets, and parts thereof and accessories therefor, from Detroit, Mich., and Toledo and Springfield, Ohio, to Muncie, Ind., and points in Indiana within five miles thereof. From Detroit, Mich., to Portland, Ind.

Skids, pallets, platforms and tote boxes, between Muncie, Ind., and points in Indiana within five miles thereof, on the one hand, and, on the other, Fostoria, Ohio.

Skids and pallets and parts thereof and accessories therefor, from Muncie, Ind., to Detroit, Mich.

Protective devices, metal, paper, and fibre, used to protect transmissions, gear parts, and overdrives in transit, from Toledo, Ohio, and Detroit, Mich., to Muncie, Ind.

Skids, from the site of the Studebaker-Packard Corporation plant at Utica, Mich., to Muncie, Ind.

RESTRICTION: The service authorized in the three preceding paragraphs next above is restricted to return movements of such devices and containers as have been used in connection with out-bound movements by the carrier.

No. MC 78705 (Sub No. 10), dated April 11, 1956.

IRREGULAR ROUTES:

Transmissions and control parts, between Muncie, Ind., and the site of the Ford Motor Company plant located at the northeast intersection of Mound Road and 17-Mile Road in Sterling Township, Macomb County, Mich.

Steering wheels, between Portland, Ind., and the above-indicated site of the Ford Motor Company.

Rough castings (auto parts, rough), iron and steel rough castings and stampings, nuts and bolts, and transmissions and transmission parts, from Muncie, Ind., to the above-indicated site of the Ford Motor Company, and

Iron and steel bars, automobile parts, and returned or damaged shipments of transmissions and transmission parts, from the above site of the Ford Motor Company to Muncie, Ind.

Skids and pallets, and parts thereof and accessories therefor, from the above-

indicated site of the Ford Motor Company to Muncie and Portland, Ind.

Rough forgings, from Portland, Ind., to the above-indicated site of the Ford Motor Company.

No. MC 80408 (Sub No. 2), INSTITUTED ON January 3, 1958. Respondent: RALPH TRUCKING CORP., 69-90 73d Place, Middle Village, N. Y. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 80408, dated April 4, 1957.

Groceries and canned goods, over irregular routes, from New York, N. Y., to Philadelphia, Pa., Atlantic City, N. J., Springfield, Pittsfield, Stockbridge, Adams, and North Adams, Mass., Wallingford, Portland, Thompsonville, Wethersfield, Manchester, and Middletown, Conn., points in Rhode Island, points in Orange, Sullivan, Ulster, Rockland, Green, Albany, and Rensselaer Counties, N. Y., points in Massachusetts within 15 miles of Springfield, Mass., points in New Jersey within 60 miles of Columbus Circle, New York, N. Y., points in that part of Connecticut west of U. S. Highway 5, and points in that part of Pennsylvania east and north of a line beginning at the Pennsylvania-New York State line and extending along U. S. Highway 11 to Wilkes-Barre, Pa., thence along U. S. Highway 309 to Allentown, Pa., and thence along U. S. Highway 22 to the Pennsylvania-New Jersey State line, including points on the indicated portions of the highways specified.

Cleansing powder, from Manchester, Conn., to New York, N. Y.

Tomato juice and ketchup, from Swedesboro, N. J., to New York, N. Y.

Grape juice, from Highland, N. Y., to New York, N. Y.

No. MC 82874 (Sub No. 5), INSTITUTED ON January 3, 1958. Respondent: RUSSELL M. MAGAW, doing business as AKRON CARTAGE, 790 West Wilbeth Road, Akron, Ohio. Respondent's attorney: Edwin C. Reminger, Standard Building, Cleveland 13, Ohio. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 82874, dated July 11, 1945.

Meats, packing-house products, and canned goods, over irregular routes, from Akron, Ohio, to points in Ohio within 50 miles of Akron.

No. MC 82874 (Sub No. 1), dated June 14, 1945.

Such merchandise as is dealt in by meat packing companies, and, in con-

nection therewith, *equipment, materials, and supplies* used in the conduct of such business, over irregular routes, from Akron, Ohio, to points in Ohio within 50 miles of Akron.

No. MC 82874 (Sub No. 3), dated April 22, 1955.

Meats, meat products, and meat by-products, dairy products, and articles distributed by meat packinghouses, as defined by the Commission, over irregular routes, from Akron Ohio, to points in Lawrence, and Mercer Counties, Pa., and empty containers used in the transportation of the commodities described above, on return.

No. MC 84375 (Sub No. 2), INSTITUTED ON January 3, 1958. Respondent: KIM FREIGHT LINES, INC., 4234 South Emerald Avenue, Chicago 9, Ill. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 84375, dated January 14, 1942.

Packing-house products, canned foods, and supplies and materials used by packing houses, over irregular routes, from Chicago, Ill., to Kansas City, Wichita, Topeka, Hutchinson, Salina, Kanopolis, Parsons, and Sabetha, Kans., and St. Joseph, South St. Joseph, Trenton, Chillicothe, Columbia, and Kansas City, Mo.; from Kansas City, Kans., to Chicago, Decatur, and East St. Louis, Ill., and St. Louis and Kansas City, Mo.; from South Omaha, Nebr., Creston, Iowa, and South St. Joseph and St. Louis, Mo., to Chicago, Ill.

No. MC 84375 (Sub No. 1), dated May 28, 1957.

Canned food, over irregular routes, from Eureka, Morrison, Morton, and Washington, Ill., to Sioux City, Iowa, and Omaha, Nebr.

Cheese, from Dixon, Ill., to Sioux City, Iowa, and Omaha, Nebr.

Packing house products, canned goods, and materials, equipment, and supplies used in the packing house business, subject to a "Keystone" restriction, between Chicago, and Blue Island, Ill., on the one hand, and, on the other, Omaha, Nebr., and Sioux City, Iowa.

No. MC 87229 (Sub No. 4), INSTITUTED ON January 3, 1958. Respondent: BARRY TRANSPORTS, INC., 4425 Southwest Highway, Oak Lawn, Ill. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 87229, dated March 24, 1954.

Building and construction materials, over irregular routes, between points

within the territory bounded by a line beginning at Galena, Ill., and extending in a southeasterly direction to Savanna, Ill., thence south to Galesburg, Ill., thence in a southeasterly direction to Peoria, Ill., thence east to Onarga, Ill., thence in a northeasterly direction to Warsaw, Ind., thence north to Goshen, thence in a northwesterly direction through Chicago, Ill., to Winthrop Harbor, Ill., and thence west through South Beloit and Warren to Galena, including the points named.

Such merchandise as is dealt in by wholesale, retail, and chain grocery and food business houses, and in connection therewith, *equipment, materials, and supplies* used in the conduct of such business, subject to a "Keystone" restriction, between points in the above-specified territory.

No. MC 89706 (Sub No. 26) INSTITUTED ON January 3, 1958. Respondent: MOTORWAY CORPORATION, 1185 Alum Creek Drive, Columbus, Ohio. Respondent's attorney: Ralph W. Sanborn, Hartman Building, Columbus 15, Ohio. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 89706, dated March 22, 1949. *Glass containers; caps, covers, disks and tops, and fibreboard boxes*, double-faced, corrugated, or knocked-down flat, over irregular routes, from Fairmont, W. Va., to points in that part of Ohio, west, south, and southwest of a line beginning at Lake Erie, and extending along Ohio Highway 76 to junction U. S. Highway 40 and thence along U. S. Highway 40 to the Ohio-West Virginia State line, including points on the indicated portions of the highways specified; and *rejected shipments* of the above-specified commodities, on return.

Agricultural, garden, and lawn seed, fence, fence posts, fence materials, cod liver oil, insecticides, and fertilizer, from Columbus and Cincinnati, Ohio, to points in that part of West Virginia bounded on the northeast by the West Virginia-Pennsylvania State line, on the east and south by Preston, Barbour, Upshur, Webster, Greenbrier, Nicholas, Kanawha, Raleigh, Mercer, Boone, Lincoln, and Wayne Counties, W. Va., and on the west by the Ohio River, including points in the above-specified counties those in Kentucky on and east of a line beginning at the Kentucky-Tennessee State line and extending along Kentucky Highway 163 to junction Kentucky Highway 63, thence along Kentucky Highway 63 to junction U. S. Highway 31E, thence along U. S. Highway 31E to junction Kentucky Highway 70, thence along Kentucky Highway 70 to junction U. S. Highway 31W to Louisville, those in Indiana on and east of Indiana Highway 37 and on and south of U. S. Highway 36, and those in Pennsylvania on and west of a line beginning at the

Pennsylvania-New York State line and extending along Pennsylvania Highway 446 to junction U. S. Highway 6, thence along U. S. Highway 6 to junction Pennsylvania Highway 155, thence over Pennsylvania Highway 155 to junction U. S. Highway 120, thence over U. S. Highway 120 to junction U. S. Highway 220, thence over U. S. Highway 220 to junction Pennsylvania Highway 53, thence over Pennsylvania Highway 53 to junction U. S. Highway 322, thence over U. S. Highway 322 to junction U. S. Highway 522, and thence over U. S. Highway 522 to the Pennsylvania-Maryland State line; and *empty bags and rejected and surplus seeds*, from points in the above-described West Virginia, Kentucky, Indiana, and Pennsylvania territories to Columbus and Cincinnati, Ohio.

No. MC 89706 (Sub No. 5), dated October 27, 1954.

Glass containers and caps, covers, disks, or tops therefor, over irregular routes, from Huntington, W. Va., to points in that part of Pennsylvania on and west of a line beginning at the New York-Pennsylvania State line at Pennsylvania Highway 446, and extending over Pennsylvania Highway 446 to its junction with Pennsylvania Highway 155, thence over Pennsylvania Highway 155 to its junction with U. S. Highway 120, thence over U. S. Highway 120 to its junction with U. S. Highway 220, thence over U. S. Highway 220 to its junction with Pennsylvania Highway 53, thence over Pennsylvania Highway 53 to its junction with U. S. Highway 322, thence over U. S. Highway 322 to its junction with U. S. Highway 522, thence over U. S. Highway 522 to the Pennsylvania-Maryland State line; points in that part of Ohio east of a line beginning at the Ohio River and extending north along U. S. Highway 23 to junction Ohio Highway 98, thence along Ohio Highway 98 to junction Ohio Highway 4, and thence along Ohio Highway 4 to Lake Erie, and points in Wayne and Monroe Counties, Mich.

Oleomargarine, salad dressing, lard substitutes, cooking oils and vegetables stearine, from Columbus, Ohio, to Johnstown and Altoona, Pa., and Fairmont, W. Va.; and *rejected shipments* of the above-specified commodities, on return.

Seed, fence, fence posts and other fence materials, cod liver oil, insecticides, and fertilizer, from Columbus, Ohio, to points in Tucker, Randolph, Pocahontas, Fayette, Summers, Monroe, Wyoming, McDowell, Logan, Mingo, and Grant Counties, W. Va.; and *empty bags and rejected shipments* of the commodities specified immediately above, on return.

No. MC 89706 (Sub No. 7), dated October 27, 1954.

Glass containers, caps, covers, disks and tops, and fibreboard boxes, corrugated or knocked-down flat, from Fairmont, W. Va., to points in Pennsylvania, Kentucky, Indiana, and the lower peninsula of Michigan; from Huntington, W. Va., to points in that part of Pennsylvania east of a line beginning at the junction of the New York-Pennsylvania State line and Pennsylvania Highway 446 and extending along Pennsylvania Highway 446 to junction of Pennsylvania Highway 155, thence along Pennsylvania

Highway 155 to junction of U. S. Highway 120, thence along U. S. Highway 120 to junction of U. S. Highway 220, thence along U. S. Highway 220 to junction of Pennsylvania Highway 53, thence along Pennsylvania Highway 53 to junction of U. S. Highway 322, thence along U. S. Highway 322 to junction of U. S. Highway 522, and thence along U. S. Highway 522 to the Pennsylvania-Maryland State line, points in Indiana except that part on and south of U. S. Highway 40 and on and east of Indiana Highway 37, and that part on and south of U. S. Highway 36 and on and west of Indiana Highway 37, and points in the lower peninsula of Michigan, except Wayne and Monroe Counties; from Owens, W. Va., to points in Pennsylvania, and those in Indiana except that part on and south of U. S. Highways 40 and 36, and points in the lower peninsula of Michigan; from Gas City, Ind., to points in Pennsylvania and West Virginia.

Glass blocks and materials, used in the installation of the above commodities, from Muncie, Ind., to points in Pennsylvania and West Virginia.

No. MC 89706 (Sub No. 8), dated June 7, 1950.

Glass containers, glass bottles and glass jars, with or without caps, covers, tops, or stoppers; *glassware*, other than cut; *caps, covers, tops, and stoppers* for glass containers; and *boxes and containers*, wooden or corrugated paper, set up or knocked down, over irregular routes, from points in Clarion, Forest, Armstrong, Venango and Warren Counties, Pa., to points in Ohio, West Virginia, Kentucky, Indiana, Illinois, the lower peninsula of Michigan, St. Louis, County, Mo., and to St. Louis, Mo. *Machinery, equipment, materials, and supplies*, used or useful in the manufacture of the above-named commodities, on return.

No. MC 89706 (Sub No. 10), dated February 7, 1951.

Glass containers, and caps, covers, disks, and tops therefor, over irregular routes, from Fairmont, Huntington, and Owens, W. Va., and Gas City, Ind., to points in New York on and south of New York Highway 13 from Port Ontario, to Pulaski, N. Y., and on and west of U. S. Highway 11 from Pulaski to the New York-Pennsylvania State line.

Glass blocks and materials used in the installation thereof, over irregular routes, from Muncie, Ind., to points in New York as specified above.

No. MC 89706 (Sub No. 12), dated May 15, 1951.

Poultry equipment and dairy equipment, over irregular routes, from points in Brooke County, W. Va., to points in Ohio.

Grease, lubricating oil, insecticides, and anti-freeze, in containers, from points in Marion County, Ind., to points in Ohio.

Agricultural implements and agricultural implement parts, from points in Shelby and Marion Counties, Ind., to points in Ohio.

No. MC 89706 (Sub No. 13), dated February 7, 1952.

Fence, fence posts, fence materials, cod liver oil, insecticides, and fertilizer, over irregular routes, from points in

Franklin and Hamilton Counties, Ohio, to points in New York, New Jersey, West Virginia, Indiana, Pennsylvania, Maryland, and Kentucky.

Agricultural, garden, and lawn seed and display cases for seed, between points in Franklin and Hamilton Counties, Ohio, on the one hand, and, on the other, points in New York, New Jersey, West Virginia, Indiana, Pennsylvania, Maryland, and Kentucky.

Empty containers for seed and fertilizer, on return.

No. MC 89706 (Sub No. 15), dated August 31, 1953.

Glass bottles, glass jars, and caps, covers, discs and tops therefor, and *fiberboard boxes*, over irregular routes, from Fairmont, W. Va., to St. Louis, Mo., and points in St. Louis County, Mo., Illinois, New Jersey (except East Riverton, Trenton, and points within 25 miles of New York, N. Y.), and that part of New York north of New York Highway 13 from Port Ontario, N. Y., to Pulaski, N. Y., and east of U. S. Highway 11 from Pulaski to the New York-Pennsylvania State line (except Yonkers and New York, N. Y.); from Owens and Huntington, W. Va., to New York, N. Y.; from Gas City, Ind., to points in Maryland, New Jersey, and that part of New York north of New York Highway 13 from Port Ontario, N. Y., to Pulaski, N. Y., and east of U. S. Highway 11 from Pulaski to the New York-Pennsylvania State line.

Glass blocks and materials used in the installation thereof, from Muncie, Ind., to points in Maryland, New Jersey, and that part of New York north of New York Highway 13 from Port Ontario, N. Y., to Pulaski, N. Y., and east of U. S. Highway 11 from Pulaski to the New York-Pennsylvania State line.

No. MC 89706 (Sub No. 18), dated September 24, 1952.

Cereal food preparations, macaroni, spaghetti, dog food, and advertising matter therefor, over irregular routes, from Battle Creek, Mich., to Ashtabula, Barnesville, Bellaire, Chillicothe, Dillonvale, East Liverpool, Gallipolis, Ironton, Jackson, Marietta, Millersport, New Boston, Pomeroy, Portsmouth, St. Clairsville, Steubenville, and Youngstown, Ohio, points in Pennsylvania on and west of U. S. Highway 219, those in West Virginia on, north, and east of U. S. Highway 60 from the Ohio-West Virginia State line to Charleston, W. Va., thence over U. S. Highway 119 to Buckhannon, W. Va., thence over West Virginia Highway 33 to Elkins, W. Va., and thence over U. S. Highway 219 to the West Virginia-Maryland State line, and those in Kentucky on and east of Kentucky Highway 11 from the Ohio-West Virginia State line to the junction of U. S. Highway 25E, and thence along U. S. Highway 25E to the Kentucky-Tennessee State line.

No. MC 89706 (Sub No. 20), dated July 8, 1953.

Composition roofing, asphalt roofing, composition siding, asphalt siding, and materials used in the installation thereof, over irregular routes, from Chicago, Ill., to points in that part of Kentucky east of U. S. Highway 27 (except that no service is authorized at Ashland,

Middlesboro, Maysville, Corbin, Layall, Harlan, Bonneville, or points on U. S. Highway 25 between Lexington and Corbin, those on U. S. Highway 25-E between Corbin and Middlesboro, those on U. S. Highway 119 between Pineville and Loyall, those on Kentucky Highway 52 between Richmond and Beattyville, those on U. S. Highway 68 between Paris and Maysville, those on U. S. Highway 27, and to points in that part of West Virginia located south and east of a line beginning at the Maryland-West Virginia State line and extending along U. S. Highway 50 to Parkersburg, thence along U. S. Highway 21 to Charleston, and thence along U. S. Highway 60 to Huntington (except that no service is authorized to Parkersburg, Huntington, Charleston, or other points on the indicated portions of U. S. Highways 50, 21 and 60).

Asphalt siding, and materials used in the installation thereof, over irregular routes, from South Bend, Ind., to points in the above-specified destination territory in Kentucky and West Virginia.

No. MC 89706 (Sub No. 21), dated January 23, 1956.

Paving materials, insulating materials, roofing materials, and asphalt and composition floor tile and wall tile, and materials and supplies incidental to or used in the installation of such tile, from Chicago Heights, Ill., to points in Kentucky (except Louisville, Newport, Paducah, Carrollton, Covington, Henderson, Owensboro, and Ashland).

No. MC 89706 (Sub No. 23), dated August 14, 1957.

Plastic containers, and caps, covers, and tops therefor, over irregular routes, from Gas City, Ind., to points in Pennsylvania, West Virginia, New York, Maryland, and New Jersey.

No. MC 100148 (Sub No. 13) INSTITUTED ON January 3, 1958. Respondent: THOMAS E. BUBER, INC., 308 Antoine Street, Wyandotte, Mich. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 100148, dated December 9, 1954.

Brick, over regular routes, from Mansfield, Ohio, to Detroit, Mich., serving intermediate and off-route points within five miles of Detroit for delivery only.

Clay products, over irregular routes, from Detroit and Franklin Village, Mich., to all points in Ohio; from Charleston, W. Va., Fallston, Kittanning, and Bigler, Pa., and all points in Ohio and Indiana, to all points in the lower peninsula of Michigan, *damaged, defective, returned or rejected shipments* of clay products, from all points in Ohio and the lower peninsula of Michigan, to the above-specified origin points.

No. MC 101082 (Sub No. 4), INSTITUTED ON January 3, 1958. Respondent: EE-JAY MOTOR TRANSPORTS,

INC., 15th and Lincoln, East St. Louis, Ill. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 101082 dated October 30, 1953.

Petroleum and petroleum products, in bulk, in tank vehicles, over irregular routes, from Centralia, Ill., and points within 25 miles of Centralia, to points in that part of Missouri on and east of a line beginning at the Missouri-Iowa State line and extending along U. S. Highway 61 to junction U. S. Highway 67, thence along U. S. Highway 67 to the Missouri-Arkansas State line.

No. MC 101093 (Sub No. 9), INSTITUTED ON January 3, 1958. Respondent: HAROLD BAKER, Stone Creek, Ohio. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 101093, dated August 28, 1956.

Brick, clay tile, clay pipe, and clay building materials, over irregular routes, from points in Stark and Tuscarawas Counties, Ohio, to Chicago, Ill., points in Jefferson, Kenton, Campbell, Mason, and Boyd Counties, Ky., those in the southern peninsula of Michigan, those in New York, Indiana, and West Virginia, and those in Pennsylvania on and west of U. S. Highway 15, and *damaged, defective, rejected or returned shipments* on return.

Clay products (except ceramic tile, earthenware, and pottery when manufactured from clay and shipped in containers), from Malvern, Ohio, to points in Pennsylvania east and north of a line beginning at the Pennsylvania-West Virginia State line and extending along U. S. Highway 119 through Uniontown, Connellsville, and Greensburg to New Alexandria, Pa., thence along U. S. Highway 22 through Delmont and Wilkesburg to Pittsburgh, Pa., thence along Pennsylvania Highway 88 through Sewickley and Ambridge to Rochester, Pa., and thence along Pennsylvania Highway 51 through Fallston and Darlington to the Pennsylvania-Ohio State line (except Beaver Falls, New Brighton, Philadelphia, points within 20 miles of Pittsburgh, Pa., points on the Allegheny River between Pittsburgh, and Kittanning, Pa., and points on U. S. Highway 20 extending from the Ohio-Pennsylvania State line through West Springfield, Fairview, Erie, and North East, to the Pennsylvania-New York State line).

Pallets used in transporting brick, clay tile, clay pipe, and clay building materials, from Chicago, Ill., points in Jefferson, Kenton, Campbell, Mason, and Boyd

Counties, Ky., those in the southern peninsula of Michigan, those in New York, Indiana and West Virginia, and those in Pennsylvania on and west of U. S. Highway 15, to points in Stark and Tuscarawas Counties, Ohio.

Sawed or split stone, from Sherrods-ville, Ohio, to points in Pennsylvania, New York, West Virginia, and Indiana, those in the Lower Peninsula of Michigan (except that part of Michigan on and north of Michigan Highway 21 and on and east of U. S. Highway 10), and those in that part of Illinois on, north, and east of a line beginning at the Indiana-Illinois State line near Sheldon, Ill., and extending along U. S. Highway 24 to junction Illinois Highway 88 at Peoria, Ill., thence along Illinois Highway 88 to junction Illinois Highway 2, thence along Illinois Highway 2 to junction Illinois Highway 26, and thence along Illinois Highway 26 to the Illinois-Wisconsin State line, and *empty pallets* used in transporting sawed or split stone on return.

No. MC 104155 (Sub No. 4), INSTITUTED ON January 3, 1958. Respondent: P. A. K. TRANSPORT, INC., P. O. Box 187, 28 Maple Street, Newport, N. H. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 104155, dated January 10, 1950.

Liquid petroleum products, in bulk, over specified regular routes, from Boston, Mass., to Claremont, N. H., and Belknap Falls, Vt., serving the intermediate points of Chelsea, Revere, and Everett, Mass., restricted to pick-up only; and Walpole and North Walpole, N. H., restricted to delivery only.

NOTE: Respondent is authorized to conduct *common carrier* operations by virtue of Certificate No. MC 32948, dated June 13, 1957.

No. MC 104852 (Sub No. 4), INSTITUTED ON January 2, 1958. Respondent: HERMAN HEALZER, doing business as P & H TRUCK SERVICE, 7432 Hadley, Overland Park, Kansas. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 104852, dated April 5, 1957.

Salt, over irregular routes, from Hutchinson, Kans., to St. Louis and Kansas City, Mo., and Peoria and Taylorville, Ill.

Paper and paper products from Kansas City and St. Joseph, Mo., and Chicago and Morris, Ill., to Hutchinson, Kans.

Eggs, from Hutchinson, Kans., to Kansas City, Mo.

Seed, from St. Louis, Mo., to Hutchinson, Kans.

Groceries, canned goods and malt beverages, from Kansas City, Mo., and Chicago, Ill., to Hutchinson, Great Bend, and Liberal, Kans.

Malt beverages, from Belleville, Chicago, and Quincy, Ill., to Wichita, Kans.; from St. Louis, Mo., and Peoria, Ill., to Hutchinson and Great Bend, Kans.; from Peoria, Ill., to Liberal, Kans., and *empty malt beverage containers*, on return, and also from Great Bend, Kans., to Kansas City, Mo.

No. MC 106095 (Sub No. 4), INSTITUTED ON January 3, 1958. Respondent: DAN'S MOTOR LINES, INC., 153 Chautauqua Street, Fredonia, N. Y. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 106095, dated July 10, 1956.

Canned foods, over irregular routes, from Silver Creek, and Irving, N. Y., and points within one-quarter mile of Irving, to points in Connecticut, Massachusetts, New Jersey, New York, Ohio, Pennsylvania, and Rhode Island.

Packaged foods and canned and frozen fruits and vegetables, from points in that part of New York (except Silver Creek, and Irving, N. Y., and points within one-quarter mile of Irving) bounded by a line beginning at Port Ontario, N. Y., and extending easterly along New York Highway 13 to Pulaski, N. Y., thence southerly along U. S. Highway 11 to La Fayette, N. Y., thence westerly along U. S. Highway 20 to junction U. S. Highway 62, thence southerly along U. S. Highway 62, to the New York-Pennsylvania State line, thence westerly and northerly along the New York-Pennsylvania State line to Lake Erie, thence along the shore of Lake Erie to the International boundary line between the United States and Canada at Buffalo, N. Y., thence along such boundary line to Lake Ontario, and thence along the shore of Lake Ontario to Port Ontario, N. Y., to points in Ohio (except Columbus) south and east of a line beginning at the Ohio-Pennsylvania State line and extending westerly along U. S. Highway 62 to Canton, Ohio, thence along U. S. Highway 30 to Mansfield, Ohio, thence along U. S. Highway 30S to Marion, Ohio, and thence in a southerly direction along Ohio Highway 4 to Cincinnati, including points on the indicated portions of the highways specified in Ohio, except those on U. S. Highways 62 and 30.

Packaged groceries, from Cincinnati, Ohio, to Erie, Pa., and Buffalo, Rochester, Jamestown, and Syracuse, N. Y.

Canned and frozen fruits and vegetables, from points in that part of New York bounded by a line beginning at Port Ontario, N. Y., and extending easterly along New York Highway 13 to Pulaski, N. Y., thence southerly along U. S. Highway 11 to La Fayette, N. Y.,

thence westerly along U. S. Highway 20 to junction U. S. Highway 62, thence southerly along U. S. Highway 62 to the New York-Pennsylvania State line, thence westerly and northerly along the New York-Pennsylvania State line to Lake Erie, thence along the shore of Lake Erie to the International boundary line between the United States and Canada at Buffalo, thence along such boundary line to Lake Ontario, and thence along the shore of Lake Ontario to Port Ontario, N. Y., including points on the indicated portions of the highways specified, to Columbus, Ohio.

No. MC 107128 (Sub No. 10) INSTITUTED ON January 3, 1958. Respondent: FAST FREIGHT, INC., 2612 West Morris Street, Indianapolis, Ind. Respondent's attorney: Wilhelmina Boersma, 2850 Penobscot Building, Detroit 26, Mich. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

Malt beverages, over specified regular routes, from Louisville, Ky., to La Fayette, Ind., serving no intermediate points.

From Milwaukee, Wis., to La Fayette, Ind., serving the intermediate point of Chicago, Ill.; From St. Louis, Mo., to La Fayette, Ind., serving no intermediate points.

Empty malt-beverage containers, from the above-specified destination points to the above-specified origin points over the above-specified respective routes.

Malt beverages, from St. Louis, Mo., Louisville, Ky., and Milwaukee, Wis., to Attica, Delphi, Kentland, Veedsburg, Logansport, Fowler, Crawfordsville, Rensselaer, and Monticello, Ind., over specified regular routes, serving no intermediate points.

From St. Louis, Louisville, and Milwaukee, over the above-specified regular routes to La Fayette, Indianapolis, and Terre Haute, Ind., thence over irregular routes to the Indiana points specified immediately above, and, *empty malt beverage containers*, on return.

Manufactured or processed animal and poultry food, from points in the Chicago, Ill., Commercial Zone, as defined by the Commission, and Riverdale, Ill., to points in Indiana, over irregular routes.

Waste and salvage materials and metals, including scrap paper, rags, junk rubber and all scrap metals, from Indianapolis, Ind., to Chicago, Ill., over irregular routes.

Junk and scrap rubber, from Terre Haute, Ind., and Muncie, Ind., to Chicago, Ill., over irregular routes.

Fertilizer, and feed materials consisting of bone meal, feed, dried meat scraps, feeding tankage, peanut oil cake and meal, over irregular routes, from points in the Chicago, Ill., Commercial Zone, as defined by the Commission, to points in Indiana on and north of U. S. Highway 40.

Waste, scrap and salvage materials, over irregular routes, from La Fayette, Ind., and Frankfort, Ind., to Chicago, Ill.

Animal and poultry feed ingredients, consisting of meat scrap and tankage, linseed oil, meal and mill feeds, over irregular routes, from points in the Chicago, Ill., Commercial Zone, as defined by the Commission, and Riverdale and Chicago Heights, Ill. to La Fayette, Ind.

Building, roofing and specified insulating materials and supplies used in the installation thereof, over irregular routes, from Vandalia, Ill., to Covington, Newport, Carrollton, Paducah, Henderson, Owensboro, and Latonia, Ky., points in Indiana, Ohio, and the Lower Peninsula of Michigan, those in Iowa within five miles of the Mississippi River, and those in Wisconsin (except Milwaukee and points south of Milwaukee within five miles of Lake Michigan).

Dairy supplies and equipment, including empty glass bottles and jugs, trisodium, alkalies, and cullet, from Brockway and Knox, Pa., Barberton, Cleveland, and Mount Vernon, Ohio, Joliet, Ill., St. Louis, Mo., and Huntington, W. Va., to Indianapolis, Ind., and points in Indiana within 75 miles of Indiana.

From Chicago, Ill., Cincinnati, Ohio, and Louisville, Ky., to points in Indiana within 75 miles of Indianapolis, Ind., except Indianapolis, La Fayette, Lebanon and Seymour.

From Indianapolis, Ind., to St. Louis, Mo.

Empty glass containers, from Dunkirk, Ind., to points in Wisconsin.

Canned, processed, and manufactured foods, in containers, and canning supplies, machinery, equipment, and parts thereof, between Whiteland, Greenwood, Indianapolis, Martinsville, Anderson, Elwood, Tipton, Peru, Wabash, and Jeffersonville, Ind., Muscatine, Iowa, South Beaver Dam, Brandon, Eden, Calvary, Plymouth, Green Bay, Ladysmith, Cumberland, Clear Lake, Milltown, Frederic, Chetek, Wautoma, and Astico, Wis., and points within ten miles of Astico (except that no traffic is to be transported between Indianapolis and Jeffersonville, Ind.).

Between Whiteland, Greenwood, Martinsville, Anderson, Elwood, Tipton, Peru, and Wabash, Ind., Muscatine, Iowa, South Beaver Dam, Brandon, Eden, Calvary, Plymouth, Green Bay, Ladysmith, Cumberland, Clear Lake, Milltown, Frederic, Chetek, Wautoma, and Astico, Wis., and points within ten miles of Astico, on the one hand, and, on the other, points in Wisconsin, Illinois, Indiana, Ohio, and those in West Virginia and Kentucky on the Ohio River, and those in Missouri and Iowa on the Mississippi River.

Between Indianapolis and Jeffersonville, Ind., on the one hand, and, on the other, points in Wisconsin, Illinois (except the Chicago, Ill., Commercial Zone, as defined by the Commission), Indiana (except La Fayette, Lebanon, Seymour and New Albany), Ohio (except the Cincinnati, Ohio Commercial Zone, as defined by the Commission), those in West Virginia and Kentucky (except Louisville) on the Ohio River, and those in

Missouri and Iowa on the Mississippi River.

Canned goods, from Cincinnati, Ohio, to St. Louis, Mo., Henderson and Louisville, Ky., and points in Indiana, Illinois, and Wisconsin.

Glass bottles, from the site of the Universal Glass Products Company about three miles from Parkersburg, W. Va., to points in Wisconsin on and south of Wisconsin Highway 54 and on and east of Wisconsin Highway 80.

Empty glass bottles and jars, from Alton, Ill., and Dunkirk, Ind., to Cincinnati, Ohio.

Glassware, between Indianapolis, Ind., on the one hand, and, on the other, points in Illinois (except the Chicago, Ill., Commercial Zone, as defined by the Commission), Kentucky (except Louisville), and Ohio (except the Cincinnati, Ohio, Commercial Zone, as defined by the Commission).

Nails, sheet metal, sheet metal roofing and roofing materials used in construction of such roofs, from Cincinnati, Ohio, to Henderson, Ky., and points in Indiana.

No. MC 108911 (Sub No. 4), INSTITUTED ON January 2, 1958. Respondent: GARDNER AND MUHLEMAN, INC., P. O. Drawer 351, 818 Fourth Street, New Martinsville, W. Va. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 108911, dated June 28, 1950.

Building materials and iron and steel, over irregular routes, between Malvern, Sugar Creek, and Bellaire, Ohio, Beaver Falls, Washington, and Pittsburgh, Pa., and New Martinsville, W. Va., on the one hand, and, on the other, points in Ohio, Pennsylvania, and West Virginia.

Sewer pipe and pipe manufacturing equipment, between Malvern, Sugar Creek, and Bellaire, Ohio, and Beaver Falls, Washington, and Pittsburgh, Pa., on the one hand, and, on the other, points in Ohio, Pennsylvania, and West Virginia.

No. MC 108911 Sub 1, dated October 21, 1949.

Reinforcing wire mesh, over irregular routes from Monessen and Donora, Pa., to Clarksburg, W. Va.

Sewer pipe and machinery and equipment used in the manufacture thereof, from New Martinsville and Clarksburg, W. Va., to points in Ohio and Pennsylvania, except Malvern, Sugar Creek, and Bellaire, Ohio, and Beaver Falls, Washington, and Pittsburgh, Pa.

No. MC 108911 Sub 3, dated December 4, 1952.

Building materials, sewer pipe, concrete products, pipe manufacturing machinery and equipment and iron and steel articles and reinforcing wire mesh used in the manufacture of concrete products, over irregular routes from New Martinsville and Clarksburg, W. Va., to points in Garrett and Allegany Counties, Md.,

and damaged, defective, rejected or returned shipments of the above-specified commodities, on return.

No. MC 109084 (Sub No. 9) INSTITUTED ON January 3, 1958. Respondent: STANLEY A. WESTGOR, Wittenberg, Wis. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 109084 (Sub No. 1), dated September 9, 1948.

Cedar posts and poles, over irregular routes, between points in Wisconsin, in the Upper Peninsula of Michigan, those in that portion of Illinois on and north of Illinois Highway 9, and those in that portion of Minnesota on and east of a line consisting of U. S. Highway 169 from Iowa-Minnesota State line to junction U. S. Highway 53 north of Virginia, Minn., and U. S. Highway 53 to International Falls, Minn., including International Falls, Minneapolis, and St. Paul, Minn., and points within 5 miles of Minneapolis and St. Paul.

No. MC 109084 (Sub No. 2), dated June 6, 1952.

Lumber, over irregular routes, from points in the Upper Peninsula of Michigan to points in Wisconsin and points in Illinois on and north of Illinois Highway 9; from points in Wisconsin on and north of Wisconsin Highway 33 to points in Illinois on and north of Illinois Highway 9.

RESTRICTION: The service authorized herein is subject to the following conditions; the above-described operations shall be conducted separately from carrier's private carrier operations; completely separate accounting systems shall be maintained for carrier's private and for-hire operations; carrier shall not transport property as a for-hire and a private carrier in the same vehicle at the same time.

No. MC 109084 (Sub No. 4), dated February 20, 1956.

Lumber, over irregular routes, from points in Minnesota, on and south of U. S. Highway 14 to Marshfield and Park Falls, Wis.

No. MC 109084 (Sub No. 7), dated February 19, 1957.

Charcoal, in bulk, over irregular routes, from Readstown and Prairie du Chien, Wis., to Iron Mountain, Mich.

NOTE: Respondent has been issued interim Permit No. MC 109084 (Sub No. 8), dated October 2, 1957, covering the transportation of:

Charcoal, in bulk, over irregular routes, from points in Wisconsin on and west of U. S. Highway 51 (except Readstown and Prairie du Chien) to Iron Mountain, Mich.

The operations authorized herein are limited to a transportation service to be performed, under a continuing contract for Kingsford Company of Iron Mountain, Mich.

No. MC 109176 (Sub No. 1), INSTITUTED ON January 3, 1958. Respond-

ent: VINCENT J. COSTA, doing business as COSMAR FLORIST DELIVERY SERVICE, 2031 Glass Avenue, Union, N. J. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 109176, dated May 23, 1955.

Cut flowers, over irregular routes, from New York, N. Y., to Newark, N. J.

Empty containers for cut flowers, from Newark, N. J., to New York, N. Y.

No. MC 109242 (Sub No. 34, INSTITUTED ON January 3, 1958. Respondent: ALBERT N. SCOTT AND ESTELLE E. SCOTT, doing business as MOTOR CITY CARTAGE COMPANY, 175 12th Street, Detroit 16, Mich. Respondent's attorney: Wilhelmina Boersma, 2850 Penobscot Building, Detroit 26, Mich. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 109242, dated February 2, 1950.

Fresh and cured meats, over irregular routes, between Detroit, Mich., on the one hand, and, on the other, points in Michigan within 60 miles of Detroit.

No. MC 109467 (Sub No. 8) INSTITUTED ON January 3, 1958. Respondent: SHAW WAREHOUSE COMPANY, 115 South 35th Street, Birmingham, Ala. Respondent's attorney: James R. Forman, Jr., 1038-1052 Brown-Marx Building, Birmingham 3, Ala. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 109467, dated October 5, 1948.

Soap and soap products, butter and cheese, vegetable oil shortening and the commodities set forth in paragraph A of the appendix to the report in Modification of Permits—Packing House Products, 46 M. C. C. 23, over irregular routes, from Birmingham, Ala., to all points in Jefferson County, Ala.

NOTE: Respondent has been issued interim Permit No. MC 109467 (Sub No. 4), dated October 11, 1947, covering the transportation of:

Meat, meat products, and meat byproducts, and articles distributed by meat-packing houses, as defined by the Commission, restricted to pool-car and pool-truck distribution service, over irregular routes, from Birmingham, Ala., to points in Shelby, Chil-

ton, Dallas, Perry, Hale, Sumter, Autauga, Greene, Bibb, Tuscaloosa, Fayette, Marion, Walker, Cullman, Pickens, and Marengo Counties, Ala.

No. MC 109513 (Sub No. 6), INSTITUTED ON January 3, 1958. Respondent: CHARLES B. RETZER, doing business as BEVERAGE TRANSPORTATION COMPANY, 2158 Hamilton Avenue, Cleveland 14, Ohio. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 109513, dated October 10, 1952.

Malt beverages and wines and empty containers therefor, over irregular routes, between Cleveland, Ohio, on the one hand, and, on the other, points in Illinois, Indiana, New Jersey, New York, Pennsylvania, and Wisconsin, and St. Louis, Mo.

Malt and phosphated beverages, wines, cordials, and alcoholic liquors, and empty containers therefor, between points in Ohio, on the one hand, and, on the other, points in Massachusetts.

Malt beverages, from Milwaukee, Wis., to Painesville, Ashtabula, and Niles, Ohio.

Empty malt beverage containers, from the above-specified destination points to Milwaukee, Wis.

Malt beverages, in containers, from Milwaukee, Wis., to Youngstown and Ravenna, Ohio.

Empty malt beverage containers, from Youngstown and Ravenna, Ohio, to Milwaukee, Wis.

Malt beverages, in containers, from Milwaukee, Wis., to Youngstown and Ravenna, Ohio.

Empty malt beverage containers, from Youngstown and Ravenna, Ohio, to Milwaukee, Wis.

No. MC 109513 (Sub No. 4), dated February 4, 1957.

Wines, over irregular routes, from Chicago, Ill., to Youngstown, Ohio; and *empty containers* used in transporting wines, on return.

No. MC 109889 (Sub No. 7), INSTITUTED ON January 3, 1958. Respondent: E. A. MYERS, doing business as NABBS SERVICE, East Main Street, Sabetha, Kans. Proceeding instituted under section 212 (a) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 109889, dated May 21, 1952.

Malt beverages, over irregular routes from New Athens, Ill., St. Louis, Mo., and Omaha, Nebr., to Colby, Kans., and points in Kansas east of U. S. Highway 83, not including those in Cherokee, Crawford, Labette, and Montgomery

Counties, Kans.; from Council Bluffs, Iowa, to Colby, Kans., and points in the above-specified Kansas territory, and to Long Pine, Nebr., and points in Nebraska east of a line extending from the South Dakota-Nebraska State line along U. S. Highway 183 to Ansley, Nebr., thence along Nebraska Highway 2 to Hazard, Nebr., thence southward along unnumbered highway to junction Nebraska Highway 10, thence along Nebraska Highway 10 to Kearney, Nebr., those south of U. S. Highway 30 from Kearney to North Platte, Nebr., and those east of U. S. Highway 83 from North Platte to the Nebraska-Kansas State line; from Omaha, Nebr., to Oklahoma City, Tulsa, Enid, Woodward, Clinton, Ponca City, Altus, and Lawton, Okla., points in Minnesota on and south of U. S. Highway 12, and those in South Dakota on and south of U. S. Highway 16 and on and east of U. S. Highway 183.

Empty malt beverage containers, from the above-specified destination points to the above-specified origin points.

NOTE: Respondent is authorized to conduct *common carrier* operations by virtue of Certificate No. MC 66756, dated April 12, 1956.

No. MC 109947 (Sub No. 22), INSTITUTED ON January 3, 1958. Respondent: WARSAW TRUCKING CO., INC., R. R. '5, Warsaw, Ind. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a *common carrier* of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 109947, dated October 12, 1953.

Rough iron castings, over irregular routes, from Warsaw, Ind., to Peoria, Ill.

Iron castings, from Warsaw, Ind., to Dayton and Cincinnati, Ohio, La Salle, Quincy and Chicago, Ill., and Pittsburgh and Carnegie, Pa.

Rejected or damaged shipments of iron castings, from the above-specified destination points to Warsaw, Ind.

Mineral mixture for livestock and poultry feeds, insecticides, earth paint, animal and poultry tonics and medicines, and premiums, and advertising matter relating to such products, from Quincy, Ill., to Bowling Green and Wengerlawn, Ohio.

Animal and poultry feed, paint, animal and poultry tonics and medicines, insecticides, and advertising matter, and premiums used in the sale and distribution of the above-described commodities, and *stock feeds, and premium merchandise and advertising matter distributed in connection with the sale of stock feeds*, from Quincy, Ill., to points in Indiana.

Mineral mixtures for livestock and poultry feeding, insecticides, dry earth paint, animal and poultry tonics and medicines, and in connection therewith, premiums and advertising matters, from Quincy, Ill., to points in that part of Ohio west of a line formed by the eastern boundaries of Lorain, Ashland, Knox, Licking, Perry, Hocking, Vinton, Jackson, and Scioto Counties, except Wenger-

lawn and Bowling Green; and those in the southern peninsula of Michigan on and south of Michigan Highway 35.

Dried meat scraps; tankage, dried blood, bone meal and bone black, from Mt. Pleasant, Mich., Cincinnati, Dayton, Columbus, and Lima, Ohio, and Indianapolis, Ind., to Quincy, Ill.

Tankage, meat scraps and dried blood, from Muncie, Ind., to Quincy, Ill.

Poultry equipment and supplies, from Macomb, Ill., to points in Indiana.

Sheet metal and wire, used in the manufacture of poultry equipment, from Kokomo, Ind., to Macomb, Ill.

Malt beverages, from Cincinnati, Ohio, to Richmond, Ind., from Detroit, Mich., to Richmond, Mich., to Richmond, Rochester, and Portland, Ind.; from St. Louis, Mo., to Auburn, Knox, Portland, Warsaw, Richmond, Rochester, and Winamac, Ind.

Malt beverages, in kegs or cases, from Peoria, Ill., Dayton and Cincinnati, Ohio, St. Louis, Mo., and Detroit, Mich., to New Castle, Ind.

Empty malt beverage containers, from the above-designated destination points to the above-specified origin points.

Malt and carbonated beverages, from Milwaukee, Wis., and Chicago, Ill., to points in Indiana.

Empty beverage containers, from points in Indiana, to Milwaukee, Wis., and Chicago, Ill.

No. MC 109947 (Sub No. 16), dated October 29, 1952.

Scrap paper, over a regular route, from St. Louis, Mo., to Quincy, Ill.

No. MC 109947 (Sub No. 19), dated August 19, 1955.

Paper mill products, over specified regular routes, from Hamilton, Ohio, to Chicago, Ill., serving the intermediate points of La Fayette, Muncie, and Richmond, Ind., the off-route point of Peoria, Ill., and the intermediate and off-route points within 30 miles of Chicago, Ill., restricted to delivery only.

Materials and supplies used in the manufacture and shipment of paper mill products, from Chicago, Ill., to Hamilton, Ohio, serving the intermediate points of Muncie, Richmond, and La Fayette, Ind., restricted to pick-up only.

Paper and paper products, over irregular routes, from Hamilton, Ohio, to Milwaukee, Racine, and Beloit, Wis., St. Louis, Mo., points in that part of Michigan on and south of Michigan Highway 21, those in Illinois on and north of U. S. Highway 40 (except Peoria and Chicago, Ill., and points within 30 miles of Chicago), and those in Indiana on and north of U. S. Highway 40 (except La Fayette, Muncie, and Richmond, Ind.).

No. MC 109947 (Sub No. 20), dated August 19, 1955.

Scrap paper, rags, and waste materials used in the manufacture of paper and paper products, from Chicago, Ill., and Indianapolis, Ind., to Lockland, Ohio.

No. MC 110117 (Sub No. 8), INSTITUTED ON January 2, 1958. Respondent: KENDRICK CARTAGE CO., a Corporation, Salem, Ill. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a

contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 110117, dated December 31, 1956.

Petroleum and petroleum products, in bulk, in tank vehicles, over irregular routes, from Centralia, Ill., and points within 25 miles thereof, to points in that part of Indiana south of a line beginning at the Indiana-Illinois State line and extending along U. S. Highway 36 to Indianapolis, Ind., and west of a line beginning at Indianapolis, Ind., and extending along U. S. Highway 31 to Sellersburg, Ind., and thence along U. S. Highway 31E to the Indiana-Kentucky state line, including points on the indicated portions of the highways specified.

Petroleum products, in bulk, in tank vehicles, from Princeton, Ind., and points within five miles thereof, to points in Illinois.

Fertilizer, fertilizer materials and fertilizer compounds, from Cairo, Ill., to points in Arkansas, Kentucky, Missouri, and Tennessee within 100 miles of Cairo, Ill.

NOTE: Respondent has been issued Interim Permit No. MC 110117 Sub 5 dated November 18, 1957, covering the transportation of:

Petroleum and petroleum products as defined by the Commission, in bulk in tank vehicles, from the plant site or terminal of the Gulf Oil Corporation at Paducah, Ky., to points in Illinois on and south of U. S. Highway 36.

The operations authorized herein are limited to a transportation service to be performed under a continuing contract, or contracts, with Gulf Oil Corporation (a Pennsylvania corporation).

No. MC 110333 (Sub No. 3), INSTITUTED ON January 2, 1958. Respondent: GARRISON ELEVATOR COMPANY, INC., 2109 Monon Avenue, New Albany, Ind. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 110333, dated February 16, 1955.

Animal and poultry feed, in containers, over irregular routes, from Louisville, Ky., to points in Illinois, Indiana, and Tennessee.

Fertilizer and fertilizer compounds, in containers, from Louisville, Ky., Jeffersonville, New Albany, and Seymour, Ind., and Lockland, Ohio, and points within 3 miles of each, to points in Illinois, Indiana, and Kentucky.

RESTRICTION: The service authorized herein is subject to the following conditions: That such operations shall be conducted separately from carrier's other business activities; that a separate accounting system therefor shall be maintained; and that carrier shall not

transport property as both a public and private carrier at the same time in the same vehicle.

No. MC 110333 Sub 2, dated April 25, 1957.

Fertilizer and fertilizer compounds, in bulk (except liquid fertilizers in bulk, in tank vehicles), over irregular routes, from New Albany, Ind., to points in Illinois and Kentucky; and from Lockland, Ohio, to points in Indiana and Kentucky. (Subject to same restriction as in MC 110333.)

No. MC 110733 (Sub No. 6), INSTITUTED ON January 2, 1958. Respondent: ACE FREIGHT LINE, INC., P. O. BOX 717, Denham Springs, La. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 110733, dated September 7, 1954.

Animal and poultry feed, meals, fertilizer and fertilizer ingredients, and empty containers used in the transportation thereof, over irregular routes, between points in Alabama, Arkansas, Louisiana, Mississippi, and Tennessee.

Petroleum products, in containers, from Baton Rouge, La., to points in Tennessee, and empty petroleum products containers, on return.

Canned goods, from Newport, Tellico Plains, Jefferson City, and Sevierville, Tenn., to points in Mississippi and Louisiana.

No. MC 111671 (Sub No. 4), INSTITUTED ON January 2, 1958. Respondent: K-C REFRIGERATION TRANSPORT COMPANY, INC., P. O. Box 46, Cohoes, N. Y. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 111671 Sub 2, dated October 2, 1950.

Packing-house products, canned goods, butter, eggs, milk and milk products, over specified regular routes between Cohoes, N. Y., and Newburgh, N. Y., serving the off-route points of Leeds, South Cairo, Cairo, and South Bethlehem, N. Y.; between Cohoes, N. Y., and Ossining, N. Y.; between Cohoes, N. Y., and Buffalo, N. Y.; between Cohoes, N. Y., and Guilderland, N. Y.; between Cohoes, N. Y., and Malone, N. Y.; between Cohoes, N. Y., and Chateaugay, N. Y.; between Cohoes, N. Y., and Bridgeport, Conn.; between Cohoes, N. Y., and Northampton, Mass.; and between Cohoes, N. Y., and Great Barrington, Mass. Service is authorized to and from the off-route point of Housatonic,

Mass., and to and from all intermediate points on the above-specified routes.

No. MC 112184 (Sub No. 9), INSTITUTED ON January 2, 1958. Respondent: THE MANFREDI MOTOR TRANSPORT COMPANY (A Corporation), Newbury, Ohio. Respondent's representative: J. J. Kuhner, 736 Society for Savings Building, Cleveland 14, Ohio. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 112184 Sub 2, dated July 22, 1954.

Varnish, lacquer, paint reducing and thinning compounds and vegetable oils used in the manufacture of paint, varnish and lacquer, in bulk in tank vehicles, over irregular routes, between points in Cuyahoga County, Ohio, on the one hand, and, on the other, points in the Chicago, Ill., Commercial Zone; from Cleveland, Ohio, to Pittsburgh, Pa.

No. MC 112184 Sub 4, dated February 15, 1951.

Compressed gases, in bulk tank vehicles, over irregular routes between Cleveland, Ohio, and Chester, Pa.

No. MC 112184 Sub 5, dated January 19, 1954.

Boron trifluoride gas, in bulk, in shipper-owned tank vehicles, over irregular routes, from Cleveland, Ohio, to Marshall, Ill., and Clairton, Pittsburgh, and West Elizabeth, Pa., and shipper's tank vehicles, on return.

No. MC 112184 Sub 8, dated September 18, 1956.

Compressed gases, in bulk, in shipper-owned tank vehicles, over irregular routes, from Cleveland, Ohio, to points in New Jersey and New York, and empty shipper-owned tank vehicles on return.

Paint oils and mineral spirits, in bulk, in tank vehicles, between Cleveland, Ohio, and Chicago, Ill.

Paint oils, in bulk in tank vehicles, from Cleveland, Ohio, to St. Louis, Mo.

Mineral spirits, in bulk, in tank vehicles, from Roxana and Wood River, Ill., to Cleveland, Ohio.

No. MC 112442 (Sub No. 9), INSTITUTED ON January 2, 1958. Respondent: H. L. MANESS, doing business as H. L. MANESS TRUCK LINE, 223 Wisconsin, Neodesha, Kans. Respondent's attorney: John E. Jandera, 641 Harrison Street, Topeka, Kans. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permits:

No. MC 112442, dated December 10, 1951.

Petroleum and petroleum products, in packages and containers, over irregular routes from Houston, Tex., to points in Kansas, except those in the Kansas City Commercial Zone, and empty containers used in the above-described transportation, on return.

No. MC 112442 Sub 4, dated August 2, 1955.

Petroleum products, in containers, as defined by the Commission, over irregular routes from Houston, Tex., to points in Missouri south of the Missouri River, except those in the Kansas City, Mo.-Kans. and St. Louis-East St. Louis Commercial Zones; and empty containers for petroleum products, on return.

No. MC 112442 Sub 5, dated November 14, 1956.

Petroleum products as defined by the Commission, in containers, over irregular routes from El Dorado, Kans., to points in Louisiana except Baton Rouge, Noreo, Good Hope, and Destrehan, and except points in the New Orleans, La., Commercial Zone; and empty containers for petroleum products, on return.

No. MC 112442 Sub 7, dated August 6, 1957.

Dry fertilizers, in packages and containers, over irregular routes from Horn, Mo., to points in Kansas, Colorado, and Nebraska.

No. MC 113353 (Sub No. 3), INSTITUTED ON January 2, 1958. Respondent: MINNIE R. FAIR, doing business as FAIR PIANO MOVERS, 432 Baden Street, Toledo 9, Ohio. Respondent's attorney: Arthur R. Cline, 420 Security Building, Toledo 4, Ohio. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 113353, dated May 22, 1956.

Pianos and electronic organs, over irregular routes from Toledo, Ohio, to points in Monroe, Lenawee, Hillsdale, and Washtenaw Counties, Mich., and traded-in merchandise of the above-specified commodities, on return. Such commodities as are dealt in by retail electrical appliance stores, restricted to transportation in retail delivery service, from Toledo, Ohio, to points in Michigan within 45 miles of Toledo, except Detroit, Mich., and empty containers and such other incidental facilities as are used in transporting the commodities described immediately above, on return.

No. MC 113431 (Sub No. 1), INSTITUTED ON January 2, 1958. Respondent: KOVACH FREIGHT LINES, INC., 1301 North Ninth Street, East St. Louis, Ill. Respondent's attorney: Delmar O. Koebel, 406 Missouri Avenue, East St. Louis, Ill. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate

of public convenience and necessity* issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 113431, dated August 29, 1955.

Packing house products, as defined by the Commission, and supplies, materials and equipment used in connection with the operation of packing houses, over irregular routes, between Chicago, Ill., on the one hand, and, on the other, St. Louis, Mo., and East St. Louis, Ill.

No. MC 113579 (Sub No. 4), INSTITUTED ON January 2, 1958. Respondent: STAHLY CARTAGE CO. (a Corporation), 130a Hillsboro Avenue, Edwardsville, Ill. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 113579, dated October 22, 1956.

Petroleum products, in bulk, in tank trucks, over irregular routes, from Chokio, East St. Louis, Hartford, Roxana, and Wood River, Ill., to points in Missouri within 125 miles of East St. Louis, Ill.; from Rockford and Peru, Ill., and points within 5 miles of each to points in Allamakee, Clayton, Delaware, Dubuque, Jones, Jackson, Clinton, and Scott Counties, Iowa and to points in that part of Wisconsin on and south of a line extending along Wisconsin Highway 23 from Sheboygan, Wis., to Fond du Lac, Wis., thence along U. S. Highway 151 to Waupun, Wis., thence along Wisconsin Highway 68 to junction Wisconsin Highway 33, thence along Wisconsin Highway 33 to Portage, Wis., and thence along U. S. Highway 16 to La Crosse, Wis., and damaged or rejected shipments of petroleum products, from points in the destination territory specified immediately above to Rockford and Peru, Ill., and points within 5 miles of each.

Petroleum products in bulk in tank vehicles, from Rockford and Peru, Ill., and points within 5 miles of each to points in that part of Wisconsin north of a line extending from Sheboygan over Wisconsin Highway 23 to Fond du Lac, Wis., thence over Wisconsin Highway 68 to Fox Lake, Wis., thence over Wisconsin Highway 33 to Portage, Wis., and thence over U. S. Highway 16 to Wisconsin Dells, Wis., those points on and east of a line extending from Wisconsin Dells, Wis., over Wisconsin Highway 13 to junction Wisconsin Highway 64, and those points on and south of a line extending from junction Wisconsin Highways 13 and 64 over Wisconsin Highway 64 to Marinette, Wis.; from Amboy, Ill., and points within 10 miles thereof to points in Allamakee, Clayton, Delaware, Dubuque, Jones, Jackson, Clinton, and Scott Counties, Iowa, and to points in that part of Wisconsin on, south and east of a line beginning at La Crosse, Wis., and extending along U. S. Highway 16 through Sparta, Wis., to Wisconsin Dells,

Wis., thence along Wisconsin Highway 13 through Wisconsin Rapids to junction Wisconsin Highway 64, and thence along Wisconsin Highway 64 through Antigo, Wis., to Marinette, Wis.

Petroleum and petroleum products, in bulk, in tank vehicles, from St. Louis and Sulphur Springs, Mo., to points in that part of Illinois on and south of U. S. Highway 24.

No. MC 113970 (Sub No. 1), INSTITUTED ON December 18, 1957. Supplement: Under date of January 10, 1958, respondent also filed an application under section 212 (c) pertaining to the authority set forth in the FEDERAL REGISTER of January 16, 1958. Respondents: ANIELLO BIANCO, JOSEPH BIANCO, ANTHONY BIANCO, SOL BIANCO AND MICHAEL BIANCO, a partnership, doing business as BIANCO BROS., 409 West 14th Street, New York 14, N. Y. Respondent's representative: William D. Traub, 10 East 40th Street, New York 16, N. Y.

No. MC 115504 (Sub No. 5), INSTITUTED ON January 2, 1958. Respondent: KENISON TRUCKING, INC., 413 South Second West Street, Salt Lake City 10, Utah. Respondent's attorney: Bartly G. McDonough, 455 East Fourth South, Salt Lake City 11, Utah. Proceeding instituted under section 212 (c) of the Interstate Commerce Act to determine whether the operating authority as a contract carrier presently held by respondent should be revoked and in lieu thereof a certificate of public convenience and necessity issued to operate as a common carrier of the same commodities between the same points or within the same territory as authorized in the following permit:

No. MC 115504, dated October 10, 1956. *Fertilizer*, in bags and containers, over irregular routes, from Garfield, Utah, to points in California.

NOTE: Respondent has pending with the Commission an Interim Permit in No. MC 115504 (Sub No. 3).

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F. R. Doc. 58-482; Filed, Jan. 22, 1958;
8:45 a. m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

JANUARY, 20, 1958.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 34418: *Soda ash—Official territory points to points in Arkansas*. Filed by F. C. Kratzmeir, Agent, (SWFB No. B-7193), for interested rail carriers. Rates on soda ash, other than modified, as further described in the application,

No. 16—7

carloads from Detroit and Wyandotte, Mich., Niagara Falls, Solvay, Suspension Bridge, and Syracuse, N. Y., Barberton, Fairport Harbor, Painesville, and Perry, Ohio, and Saltville, Va., to Paperton and Pine Bluff, Ark.

Grounds for relief: Market competition.

Tariff: Supplement 117 to Agent Kratzmeir's tariff I. C. C. 4178.

FSA No. 34419: *Petroleum oil—Karns City, Pa., to Houston, Tex.* Filed by F. C. Kratzmeir, Agent (SWFB No. B-7196), for interested rail carriers. Rates on petroleum oil, noibn, as further described in the application, tank-car loads from Karns City, Pa., to Houston, Tex.

Grounds for relief: Truck-barge competition.

Tariff: Supplement 25 to Agent Kratzmeir's tariff I. C. C. 4188.

FSA No. 34420: *Soda ash—Westvaco, Wyo., to Paperton and Pine Bluff, Ark.* Filed by F. C. Kratzmeir, Agent (SWFB No. B-7192), for interested rail carriers. Rates on soda ash, other than modified, as further described in the application, carloads from Westvaco, Wyo., to Paperton and Pine Bluff, Ark.

Grounds for relief: Market competition.

Tariff: Supplement 40 to Agent Kratzmeir's tariff I. C. C. 4252.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F. R. Doc. 58-524; Filed, Jan. 22, 1958;
8:48 a. m.]

[No. 32148]

LOUISIANA INTRASTATE FREIGHT RATES AND CHARGES

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D. C., on the 15th day of January A. D. 1958.

Upon consideration of a petition for leave to file a supplemental and amended petition, dated September 16, 1957, to broaden the scope of the investigation to include Ex Parte No. 206 increases, on behalf of petitioners in the above-entitled proceeding, and for good cause appearing:

It is ordered, That the petition for leave to file be, and it is hereby granted, and that the petition to supplement the Commission's order dated May 3, 1957, be, and it is hereby, accepted and filed of record in this proceeding;

It is further ordered, That the order of May 3, 1957, by which this proceeding was instituted, be, and it is hereby, amended to broaden the scope of the investigation to include intrastate rates on the specified commodities to the extent also that they fail to include increases corresponding to those authorized by this Commission for interstate traffic in Ex Parte No. 206, Increased Freight Rates, Eastern, Western, and Southern Territories, 1956, 299 I. C. C. 429;

It is further ordered, That a copy of this order be served upon each of the respondents; that copies of this order and of said petition be sent by registered mail to the Governor of the State of Louisiana and to the Louisiana Public Service Commission at Baton Rouge, La., and that notice be given to the public by depositing a copy of this order in the office of the Secretary of the Commission, at Washington, D. C., for public inspection, and by filing a copy with the Director, Division of the Federal Register, Washington, D. C.;

And it is further ordered, That this proceeding be, and the same is hereby, assigned for hearing on March 3, 1958, at 9:30 o'clock a. m., U. S. standard time, at the offices of the Louisiana Public Service Commission, Baton Rouge, La., before Examiner Richard S. Ries.

By the Commission, Division 2.

[SEAL] HAROLD D. McCoy,
Secretary.

[F. R. Doc. 58-525; Filed, Jan. 22, 1958;
8:48 a. m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

ADRIANUS DE JONG

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Adrianus de Jong, 45, Kloosterstraat, Essen, Belgium; Claim No. 62063; Vesting Order No. 17889; \$262.82 in the Treasury of the United States.

Executed at Washington, D. C., on January 17, 1958.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 58-532; Filed, Jan. 22, 1958;
8:50 a. m.]

ELSA HAAS DE ZOLLFREI

NOTICE OF INTENTION TO RETURN VESTED PROPERTY

Pursuant to section 32 (f) of the Trading With the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, Claim No., Property, and Location

Elsa Haas de Zollfrei, Cap. Ramon Freire 1567, Buenos Aires, Argentina; Claim No. 57732; Vesting Order No. 3715; An undivided one-half (½) part of that property vested by the Alien Property Custodian by Vesting Order No. 3715, dated May 29, 1944 (9 Fed. Reg. 6038, June 3, 1944), as all right, title, interest and claim of any kind or character

whatsoever of child or children, names unknown, of Wolf Rosenbaum, deceased, and their legitimate descendants, names unknown, in and to the Trust created by the Will of Henrietta Friend, also known as Henriette Friend, deceased. The property is in the process of administration by the First Wisconsin Trust Company, Milwaukee, Wis., acting under the judicial supervision of the County Court of Milwaukee County, Wis.

Executed at Washington, D. C., on January 17, 1958.

For the Attorney General.

[SEAL]

PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 58-533; Filed, Jan. 22, 1958;
8:50 a.m.]